

GRAIN DEALERS JOURNAL



Warren Gamaliel Harding

Our Lamented President

Born November 2, 1865 Died August 2, 1923

CAIRO

Receivers

are doing business at the old stand. None have failed, none have retired, none have consolidated. All are here to serve you to the limit of their long recognized ability and with a ripe experience gained through years of service to the grain trade. Try Cairo once and you will easily get the habit of shipping grain to Cairo regularly.

Cairo Board of Trade Members

Hastings Stout Co.

Pink & Company

Halliday Elevator Co.

Thistlewood & Co.

Lynch Grain Co.

Chas. Cunningham & Son

Samuel Hastings Co.

H. S. Antrim & Co.

Cairo Grain Commission Co.

"You Can Do Better in Cairo"

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.*

ATLANTA, GA.

Commercial Exchange Members.

Haym & Co., M. H., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Dennis & Co., grain merchants.
England & Co., Inc., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Johnston Co., Thos., receivers & shippers.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BLOOMINGTON, ILL.

Hasenwinkle-Scholer Co., corn and oats.

BOSTON, MASS.

Chamber of Commerce Members.

Beusaquin, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.

Anchor Grain Co., Inc., grain and feed.
Armour Grain Co., grain merchants.*
Burns Bros. Grain Corp., grain commission.*
Davis, Inc., A. C., grain.*
Harold, A. W., grain, barley a specialty.
McConnell Grain Corporation, commission merchants.*
McKillion, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Ratliffe, S. M., commission merchant.*
Beymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.*
Townsend Ward Co., The, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Com. Co., consignments.*
Halliday Elevator Co., grain dealers.*
Hastings Co., Samuel, receivers & shippers.*
Hastings-Stout Co., grain merchants.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

King Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, recvrs. and shprs.*

CHATTANOOGA, TENN.

Chattanooga Feed Co., mfrs. feed; shprs. gr., hay, feed.

CHICAGO, ILL.

Board of Trade Members.

Armour Grain Co., grain buyers.*
Badenoch Co., J. J., grains, millfeeds, concentrates.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Gerstenberg & Co., commission merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Nash-Wright Grain Co., commission merchants.*
Norris Grain Co., grain merchants.*
Pope & Eckhardt Co., grain and seeds.*
Rang & Co., Henry, grain merchants.*
Rosenbaum Brothers, grain merchants.*
Rosenbaum Grain Corp., commission merchants.*
Rothschild Co., D., receivers and shippers.*
Rumsey & Co., grain commission.*
Sawyers Grain Co., consignments.*
Schiffin & Co., P. H., commission.*

CHICAGO, ILL. (Continued).

Shaffer Grain Co., J. C., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Udike Grain Co., consignments.*

CINCINNATI, O.

Grain & Hay Exchange Members.

Blumenthal, Max, commission merchants.
Cleveland Grain & Mfg. Co., grain merchants.*
DeMolet Grain Co., receivers & shippers.
Mariv & Daniel Co., grain, hay, feed.*
Scholl Grain Co., receivers & shippers.*

CIRCLEVILLE, OHIO.

Cook, Wade H., grain, hay and grain products.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*

COLUMBUS, OHIO.

Smith-Sayles Grain Co., The, buyers and shippers.*

DALLAS, TEXAS.

Watson Co., H. H., grain, millfeed, hay.

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*
Harrison, Ward & Co., Grain Belt Elevator.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Denver Elevator, wholesale grain, flour, millfeed.*
Houston Grain Co., wholesale grain.
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dinsmore Co., wholesaler and commission.*
Pheips Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IOWA.

Board of Trade Members.

Des Moines Elvtr. & Gr. Co., oats a specialty.
Lockwood, Lee, broker.
Lake Grain Co., J. C., buyers, sellers all grains.
Taylor & Patton Co., corn and oats.*

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

EMPORIA, KANSAS.

Trusler Grain Co., grain merchants.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Carter Grain Co., C. M., grain merchants.*
Dorsey Grain Co., merchants—commission consignments.
Moore-Seaver Gr. Co., recvrs., shprs., consigns.
Mountcastle-Merrill Gr. Co., grain merchants.*
Rosenbaum Grain Corp., grain merchants.
Rothschild Grain & Com. Co., comm. and brokerage.
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior" Feeds.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Koehler-Twidale Elevator Co., grain dealers.*

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fl., n.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.
Rothschild Co., S., grain, c/s products, rice b/p.*

INDIANAPOLIS, IND.

Board of Trade Members.

Anderson & Weirick, gr. commission & consignments.*
Bingham Grain Co., The, recvrs. & shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.
Hart-Maibucher Co., grain merchants.*
Hayward-Rich Grain Co., grain commission.*
Kinney Grain Co., H. E., recvrs. & shippers.*
National Elevator Co., grain merchants. & Comm.
Menzie Grain & Bkg. Co., Carl D., grain merchants.*
Montgomery & Tompkins, receivers & shippers.
Shotwell & Co., Chas. A., grain and scales.
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

KANKAKEE, ILL.

Breckenridge Grain Co., grain dealers.

KANSAS CITY, MO.

Board of Trade Members.

Armour Grain Co., grain merchants.*
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, millo.*
Davis Grain Co., A. C., grain commission.
Davis-Noland-Merrill Grain Co., grain merchants.
Denton Hart Grain Co., consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Fuller Grain Co., consignments.*
Goffe & Carkener, grain commission.*
Lichtig & Co., H., kafir, millo, screenings.*
Logan Bros. Grain Co., receivers and shippers.*
Miller Grain Co., S. H., consignments.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Rocky Mt. Grain & Com. Co., consignments.*
Sculiar Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.*
Simonds, Shields, Lonsdale Grain Co., grain.*
Thresher Grain Co., R. J., grain commission.*
Wallingford Brothers, grain merchants.*
Watkins Grain Co., consignments.*
Western Grain Co., Inc., receivers and shippers.*
Wilser Grain Co., consignments.*

LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Farmer Co., E. L., brokers, grain & mill feed.
Gordy Co., C. L., grain brok., hay, grain, millfeed.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

McKINNEY, TEXAS.

Reinhardt & Company, wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker and com. consignments.*
Buxton, E. E., broker & comission merchant.*
U. S. Feed Co., grain, hay, mill feed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

(Continued on next page.)

*Member Grain Dealers National Association.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

MILWAUKEE, WIS.

Chamber of Commerce Members.

Franke Grain Co., The, grain and feed.
Froedtert Grain & Malting Co., recvrs. and shippers.*
Kamm Co., P. C., grain shippers.*
LaBudde Feed & Grain Co., grain, feed, hay.*
Milwaukee Grain Com. Co., recvrs. grain and seed.

MERIDIAN, MISS.

Board of Trade Members.

Threefoot Bros. & Co., whsle. grain, feed, fir., gro.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Hiawatha Grain Co., grain merchants.*
Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.

NEW ORLEANS, LA.

Board of Trade Members.

Fox Co., C. B., exporters.*

NEW YORK CITY.

Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Therrien, A. F., broker.

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Jackson, Inc., Paul T., grain merchant.
Marshall Grain Co., grain, feed, seeds.*
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.*

OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Flanley Grain Co., receivers and shippers.*

OMAHA, NEBR. (Continued).

Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Udike Grain Co., milling wheat.*

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Bowen Grain Co., S. D., receivers and shippers.*
Coie Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Harrison, Ward & Co., receivers & shippers.*
Ink* Grain Co., grain commission.*
McFadden & Co., C. C., grain commission.*
Miles, P. B. & O. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Dunwoody Co., Ezl., flour, grain, feed.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

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Members Grain and Hay Exchange.

Allen & Co., H. S., grain and hay.*
Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Rogers & Co., Geo. E., grain and hay.*
Smith & Co., J. W., grain merchants.*
Stewart & Co., Jesse C., grain and mill feed.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

ROANOKE, VA.

Albergottl Bros. & Co., grain, feed, hay, flour brokers.*

RICHMOND, VA.

Grain Exchange Members.

Reveridge & Co., S. T., grain, hay, feeds, seeds.
Mayo Milling Co., millers, grain, feed seeds.*
Morriss & Co., C. F., grain, feed, hay, flour brokers.*
Saginaw Milling Co., jobbers grain, hay, feed, beans.

ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Button-Simmons Grain Co., grain commission.*
Gordon Grain Co., grain commission.*

SAN ANTONIO, TEXAS

King, Douglas W., wheat, corn-brok., Texas R. Oats.*

ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedingstuffs, grain, seeds.*
Graham & Martin Grain Co., grain commission.*
Hall Grain Co., Marshall, grain merchants.*
Langenberg Bros. Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grain seed.*
Turner Grain Co., grain commission.*
Von Rump Grain Co., grain merchants.*

SIOUX CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.*
Western Terminal Elevator Co., receivers and shippers.*

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Tidewater Brokerage Co., brokers, distributors.

SUPERIOR, NEBR.

Bossemeyer Bros. Terminal Elevator.*

TOLEDO, OHIO.

Produce Exchange Members.

Churchill Grain & Seed Co., field seeds, popcorn.*
De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

WICHITA, KANS.

Board of Trade Members.

Baker-Evans Grain Co., milling and export wheat.*
Smith-McLinden Grain Co., wheat, corn, kafir, millfeed.*

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Mytinger Mfg. & Grain Co., grain, feed, seeds.*

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GRAIN SHIPPERS
Ask for Samples of Milling Wheat, Feed and
Milling Barley
WRITE FOR QUOTATIONS

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offers, or try us with your
consignments.

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Chamber of Commerce
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CARGILL COMMISSION COMPANY

DULUTH MINNEAPOLIS MILWAUKEE

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CORN -- OATS -- BARLEY -- RYE
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Produce Exchange
Members

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There is great satisfaction in trusting your
CONSIGNMENTS OF GRAIN AND SEED
to a firm you KNOW to be RELIABLE.

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Providence does dealing. When "Seedy" favor

C. A. KING & CO.

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wide awake and on the alert to
get onto all the ins and outs of the
grain business, subscribe for and
read the Grain Dealers Journal.



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KANSAS CITY

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and Futures
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HAROLD A. MERRILL, Treasurer

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We Handle Consignments

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Kansas City

Missouri

SHANNON GRAIN COMPANY

CONSIGNMENTS

201-2 Board of Trade KANSAS CITY, MO.

Rocky Mountain Grain & Com. Co.

Consignments

Simonds-Shields-Lonsdale Grain Co.

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Consignments and Future Orders Solicited

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Kafir and Milo

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BOARD OF TRADE KANSAS CITY, MO.
U. S. A.

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Corn
Oats

Grain Merchants
Consignments

Kaffi
Milo
Cane



Buyers—Sellers

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OATS . BARLEY

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trade's accepted medium for
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Ernst-Davis Com. Co.

Kansas City

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to miss any more.—H. G. Ferguson, Hut-
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COMMISSION MERCHANTS CHICAGO**HENRY RANG & CO.**Commission Merchants
CHICAGO MILWAUKEEBranch Offices
Des Moines, Ia. Algonia, Ia. Carroll, Ia.
Sheldon, Ia. Fairmont, Minn.**Rosenbaum Brothers**

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Board of Trade

Chicago, Illinois

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Western Union Bldg.
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R. T. O'Neill Joliet, Illinois
G. N. McReynolds Mason City, Iowa
B. L. Nutting Spencer, Iowa

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309 SOUTH LA SALLE STREET

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CARHART CODE HARWOOD CO.**Grain Commission**

Board of Trade

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"Since 1873"

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Also Send Samples Buckwheat

The Quaker Oats Company

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Chicago, Illinois

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Members

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Tel. Wabash 6584

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Especially Consignments
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GRAIN and SEEDS

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LEWIS E. GARY, Assistant Cashier
JAMES A. WALKER, Assistant Cashier
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FRANK F. SPIEGLER, Assistant Cashier
WILLIAM E. WALKER, Assistant Cashier

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CHAUNCEY B. BORLAND, Managing
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MARTIN A. RYERSON
J. HARRY SELZ, President Selz, Schwab
& Company
ROBERT J. THORNE
CHARLES H. WACKER, President
Chicago Heights Land Assn.

Foreign Exchange—Letters of Credit—Cable Transfers

Accounts of Grain Merchants Invited

Chamber of Commerce
Members

BALTIMORE

Chamber of Commerce
Members

Receivers, Shippers, Exporters

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BALTIMORE
Grain and Hay
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Commission Merchants
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Baltimore Maryland

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Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

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We operate 30 elevators in eastern Colorado.

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Note: All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discontinued by three disinterested members of the Exchange, when dockage is not provided for in the contract.

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Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15 $\frac{1}{2}$ " of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

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ONE HUNDRED PERCENT greater efficiency.
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Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

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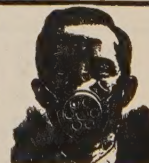
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Pits
Sumps
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Boots
and Underground
Concrete Work of
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POSSIBLY so—but not *too* hot to grasp this big truth—that Medusa Waterproofing will protect your concrete work against dampness, so long as the concrete stands!

Medusa Waterproofed Cement, containing the correct amount of Medusa Waterproofing added to the cement and thoroughly ground in at the mill, costs but a trifle more than plain cement, but adds vastly to the worth of the finished job.

Or, if you want to use some other cement than ours, add Medusa Waterproofing while mixing, at the rate of 2 pounds per sack. Either way you get the full benefit of water-repellancy in the concrete mass.

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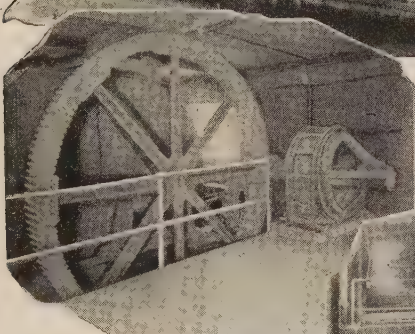
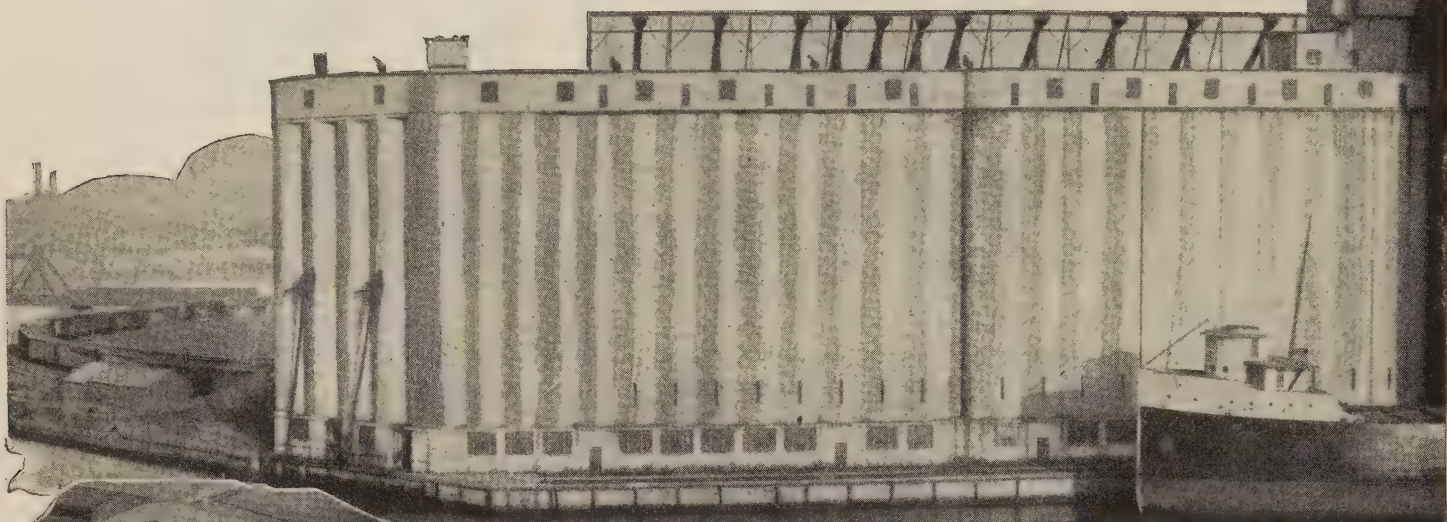
MEDUSA

WATERPROOFING

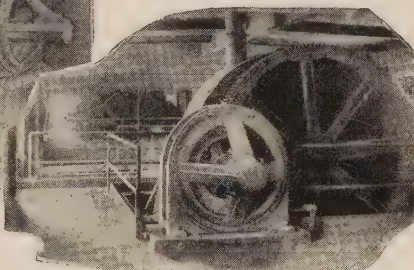
Powder or Paste



—and in this Buffalo elevator



One of three installations of a G-E Motor gear-driving head pulley of shipping leg—elevating 14,000 bushels per hour



Two of four G-E Motors direct-connected to head pulleys of receiving and shipping legs—handling 12,000 bushels per hour

For Maximum Service

How much depends on the satisfactory performance of the equipment in a modern terminal elevator? Consider the cost of a let-down in the operating efficiency at a critical period during the grain handling season. Does not this consideration urge the use of reliable motors?

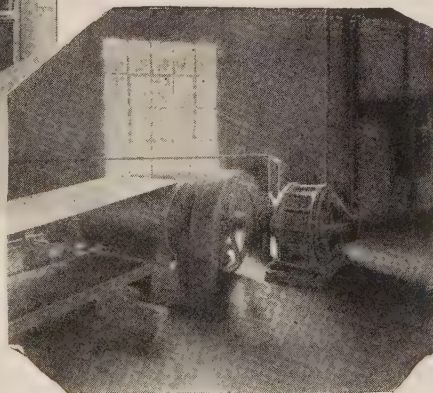
The successful motor drive of its equipment is the keystone of activities at Concrete-Central, which has a capacity of 4,500,000 bushels.

G-E Motors drive car pullers—car shovels—belt conveyors—receiving and shipping legs—clippers—drier fans—blowers.

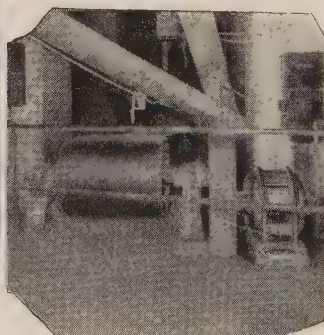
That the successful operation of other big modern grain elevators in the United States and Canada is



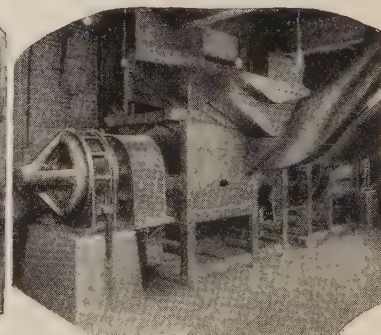
Two of seven G-E Hand Starting Compensators which control seven G-E Motors driving head pulleys of receiving and shipping legs



One of four G-E Motors direct driving 42" belt conveyors on bin floor. Each belt conveys 22,000 bushels per hour



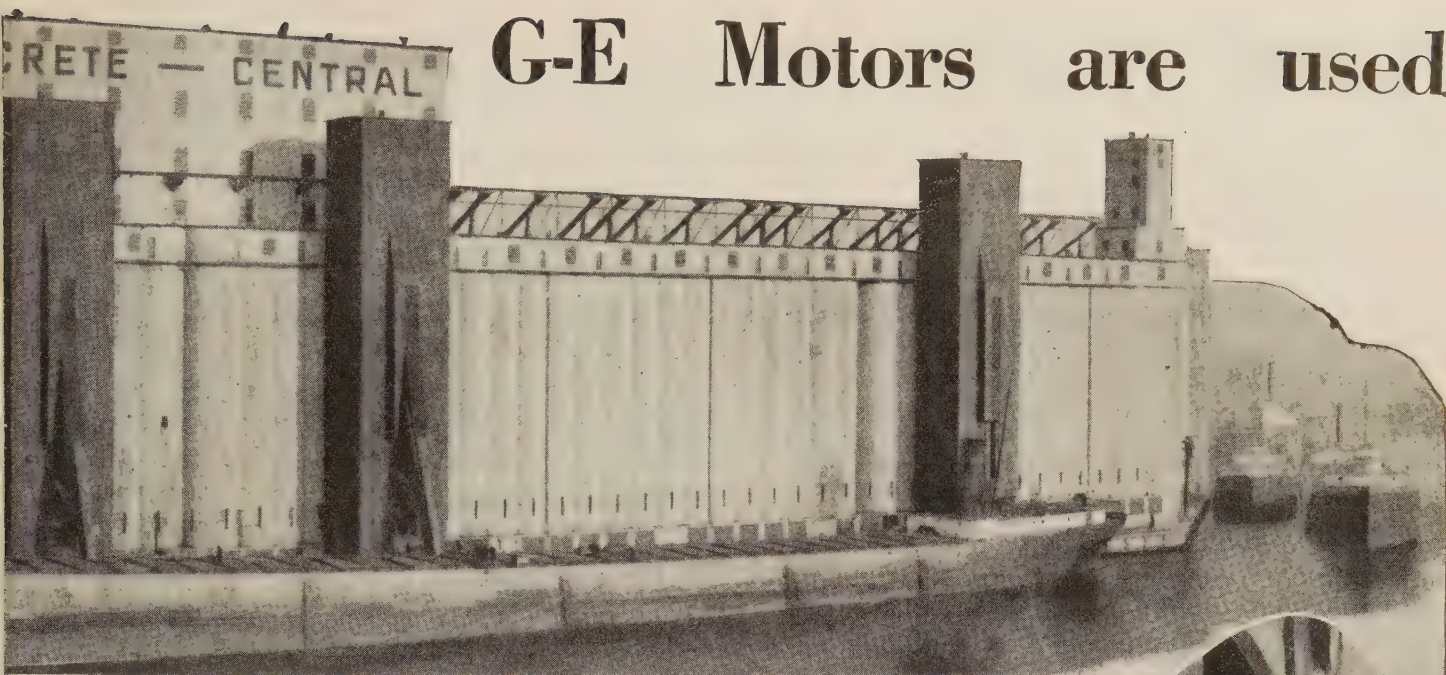
G-E Motor driving 32" belt conveyor in basement of workhouse. This is one of eight similar installations



Two G-E Motors each direct-connected to oct clippers



GENERAL



G-E Motors are used

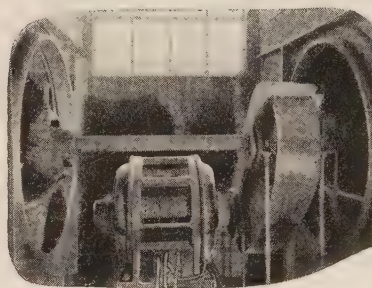
Specify G-E Motor Drive

also linked with G-E Motors, evidences the opinion of reliable elevator builders toward G-E equipment.

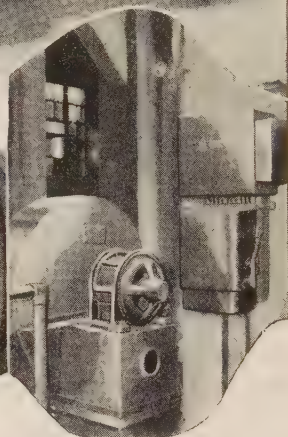
To all designers, builders and operators of grain handling plants the installations of G-E Motors throughout this terminal elevator have definite significance—DEPENDABILITY.

The General Electric Company offers the abilities of its engineers and the facilities of its factories in the successful working-out of the motor and complete electrical requirements for grain elevators.

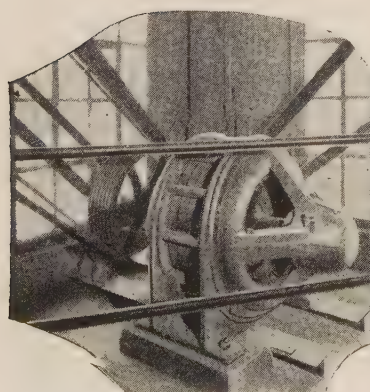
General Electric Company
Schenectady, N. Y.
Sales Offices in all Large Cities



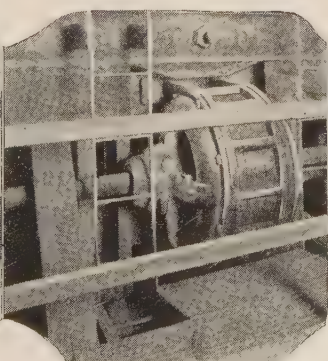
One of two G-E Motors, each of which drives two fans for hot and cold air in kiln. 500 bushels are dried every 20 minutes



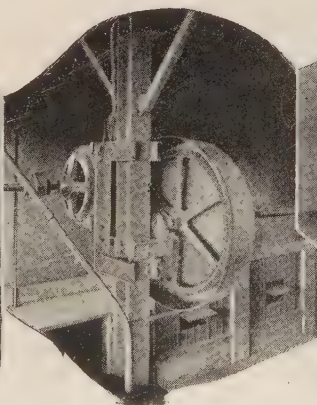
G-E Motor operating tunnel blower in basement of workhouse



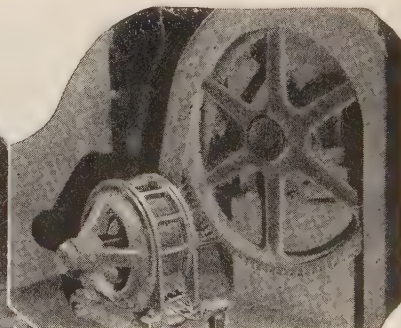
G-E Motor driving moving mechanism of marine leg, which includes leg pusher, leg hoist, tower mover



G-E Motor driving head pulley of marine leg—handling 25,000 bushels per hour



G-E Motor geared to shaft operating car unloading shovels. This is one of three similar installations—each motor operating two shovels. Operating but two units, over 100 cars a day have been unloaded



G-E Motor geared to car puller machinery. One of two installations, each of which pulls on 3 tracks



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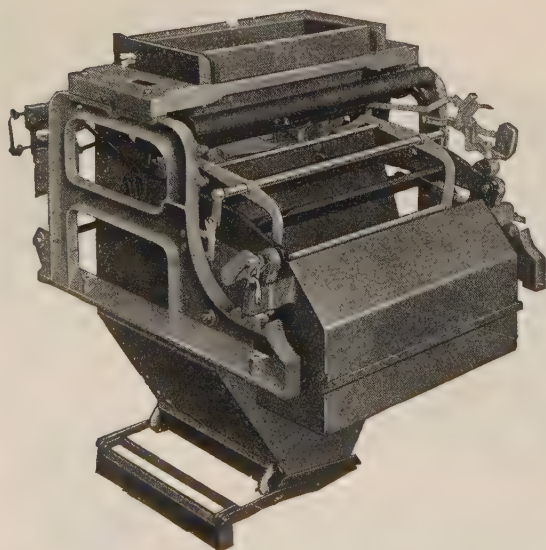
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To Install a

**Richardson Automatic
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The new Richardson is self-aligning and no raising of head or expensive changes of spouting are necessary to put it in. Busy country operators swear by "Richardson Weights" and they know. Thousands of dollars are collected annually on weights registered over Richardson Scales.

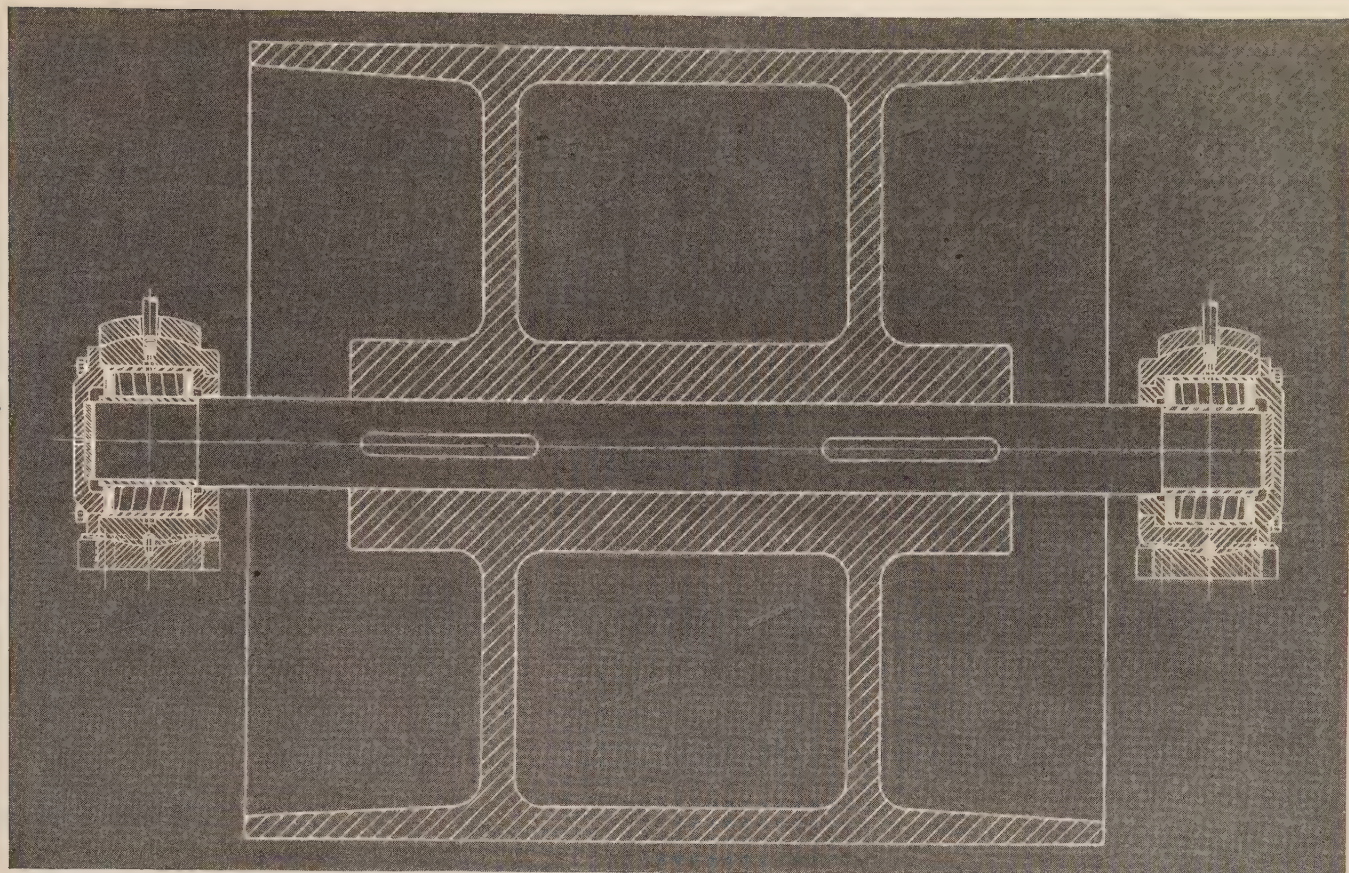
RICHARDSON SCALE COMPANY, Passaic, N. J.

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Minimizing The Dust Explosion Hazard

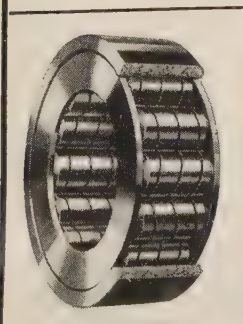
The use of roller bearings wherever practicable is approved by the Dust Explosion Hazard Committee of the National Fire Protection Association because they know that heated bearings form one of the principal causes of dust explosions.

As Hyatt roller bearings do not heat up the journals and surrounding parts in operation, their use throughout the conveying and elevating equipment of a grain elevator is a decided help in minimizing the dust explosion hazard.

The true rolling motion of Hyatt roller bearings reduces friction to a minimum and the positive oiling action insures all bearing surfaces being properly lubricated—cool running bearings that require no attention except oiling 3 or 4 times a year.

It will pay you to give careful consideration to the use of Hyatt bearings in drive, head, tail, take-up, bend and snub pulleys as indicated in the drive pulley design shown above, as well as in belt conveyor idlers.

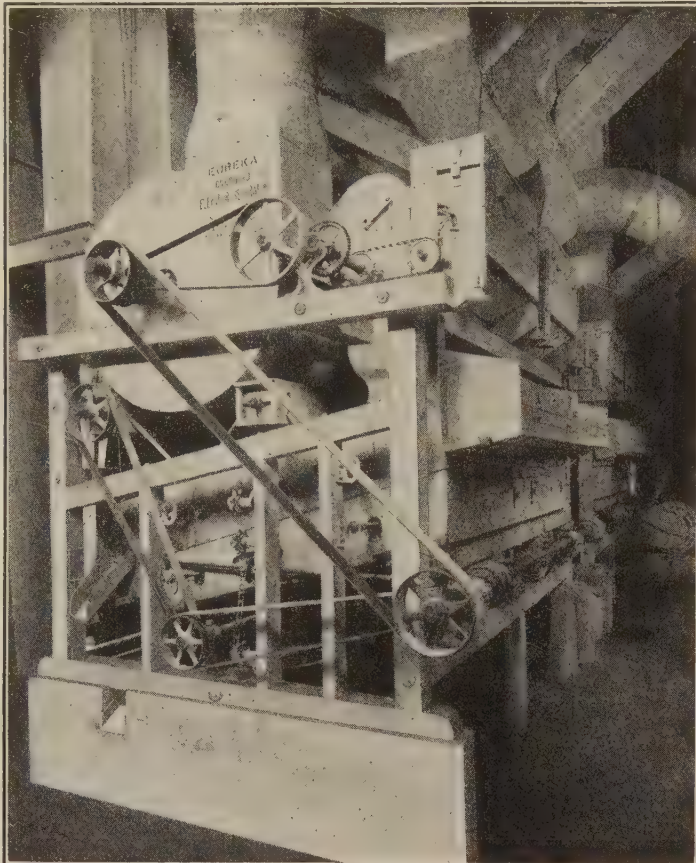
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and the last word in elevator construction is equipped with

Eureka Compound Cleaners

Thousands have inspected these (ball-bearing eccentrics) separators. Export wheat is being raised two grades by the "Eureka's."



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"V" Type

A bucket for high speed and perfect discharge



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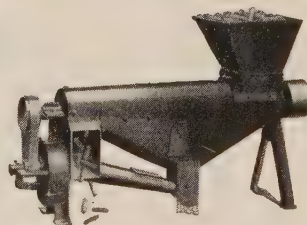
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**100
BUSHEL
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and not expensive, either.

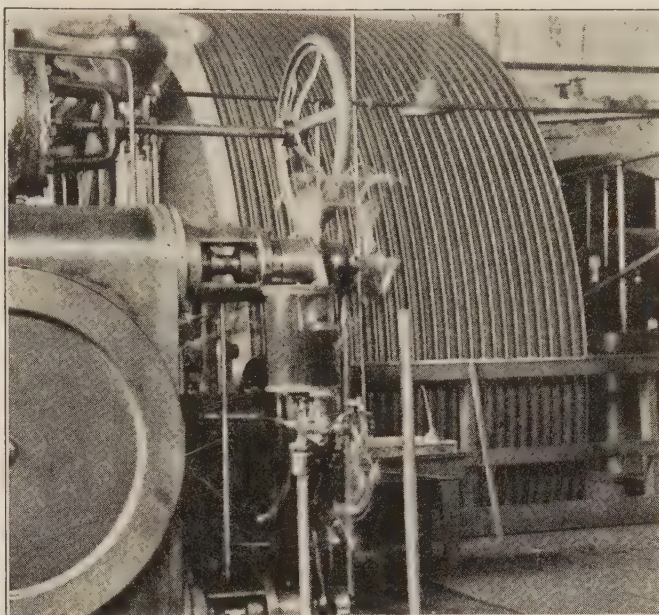
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Send for the illustrated bulletin describing this tireless worker.

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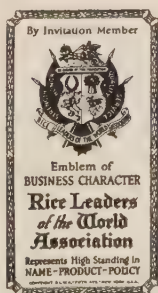
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"Hand Picked" grain Pays more profits

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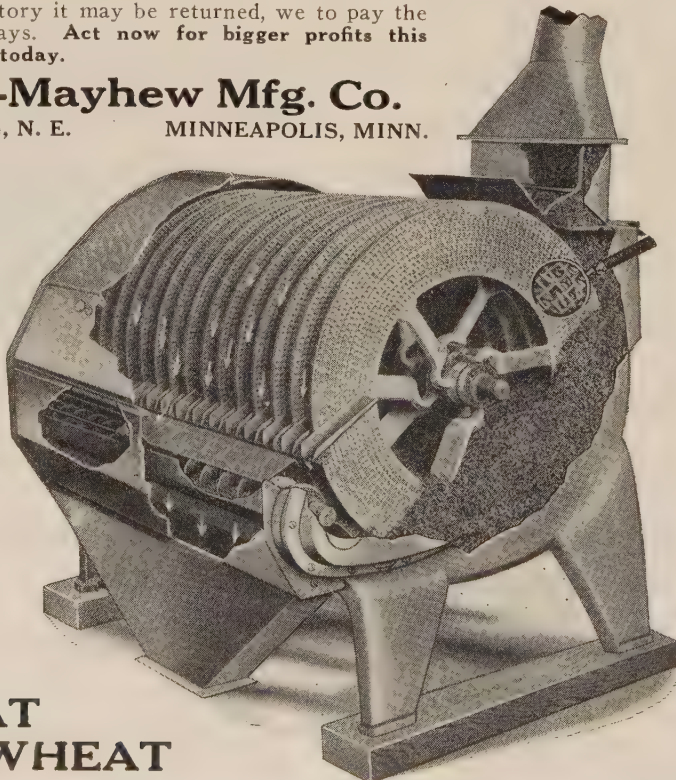
We invite any elevator company to install and use the Carter Disc Separator for 30 days. Then you will know what it will do. And if it is not entirely satisfactory it may be returned, we to pay the freight both ways. Act now for bigger profits this season! Write today.

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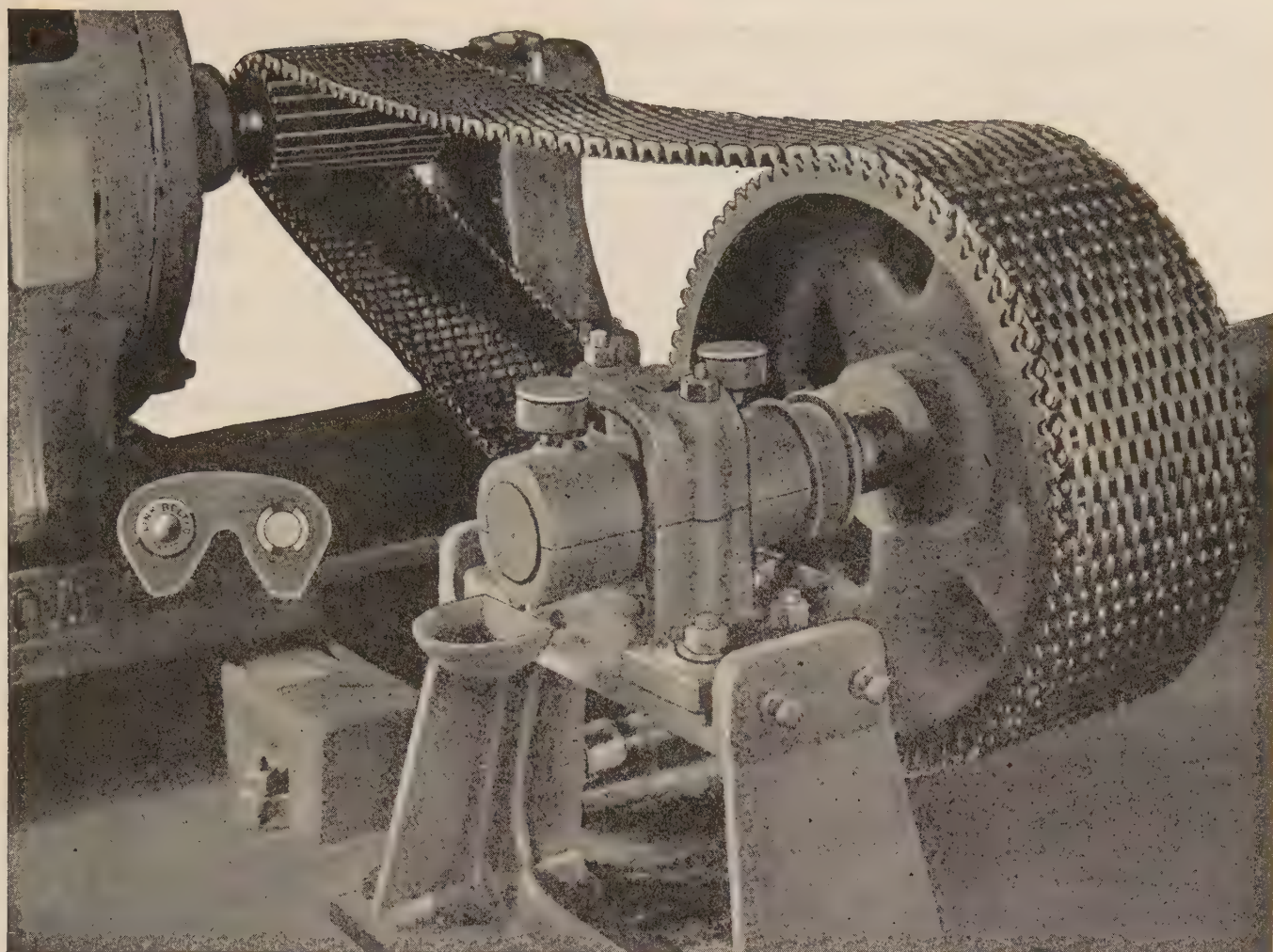
Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

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Latest report of Dust Explosion Hazards Committee (Nat'l Fire Protection Ass'n), advocates pneumatic sweeping in grain elevators. Complete copy of report sent on request.

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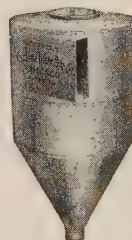
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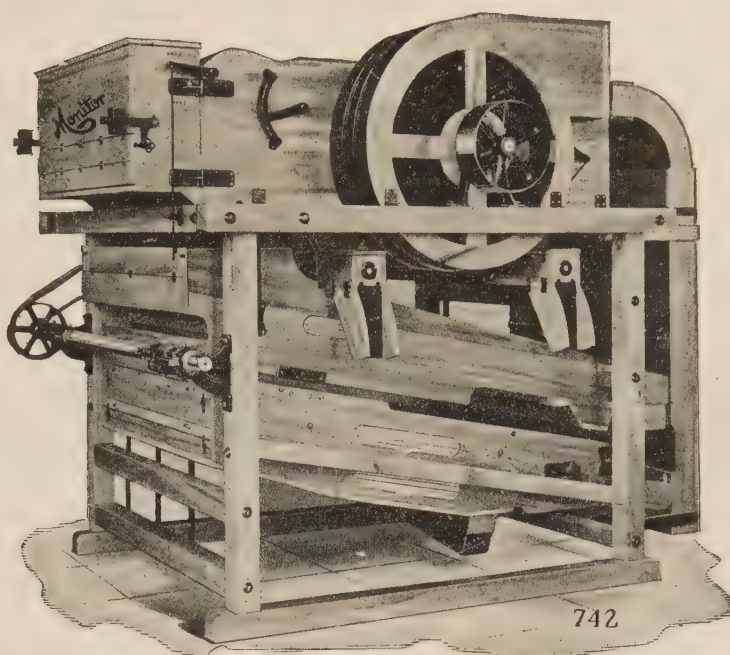
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of its ability to take mixed corn and cob from the sheller and make the separation without clogging.

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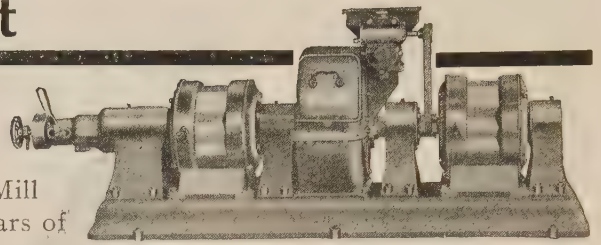
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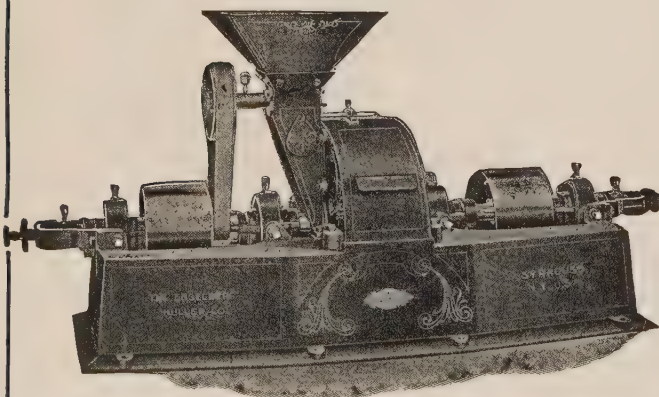
Remove tramp iron and steel from grain before it goes into the feed grinder. Prevent dust explosions and fires, breakage of rolls and damage to grinding faces. *WRITE FOR BULLETIN.*

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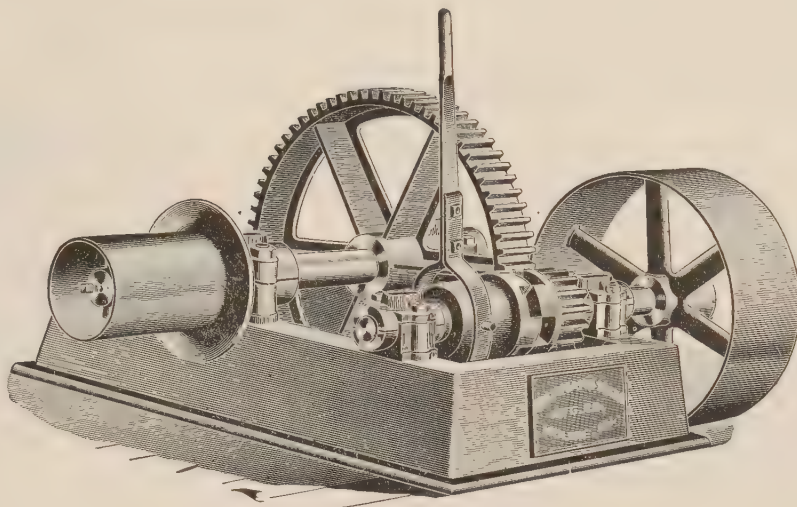
to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Grain Tables
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Grain Driers	Transmission Rope
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Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Bureau

Grain Dealers Journal, 309 So. La Salle St., Chicago



Cars Placed Quickly With A Barnard-Moline Car Puller

The Barnard-Moline Single Geared Car Puller, illustrated above, will save you a great deal of time in placing freight cars on your siding exactly where and when you want them. It will pull from one to eight loaded cars on true, level track, or if more cars than this must be handled at one time, our Double Geared type, which pulls from five to fifteen loaded cars, will fully meet all requirements.

The Barnard-Moline Car Puller is very durable in construction. It has a solid cast iron base, heavy bearing boxes, jaw clutch and is provided with double sheave for rope.

Can be furnished with or without rope drum, whichever is desired. The rope drum is a great convenience where one is cramped for room, besides effecting a saving in ropes by keeping them in good condition.

There are hundreds of Barnard-Moline car pullers in use in all parts of the country, and all are giving perfect satisfaction.

Write for Special Bulletin 10 - G for prices and full details.



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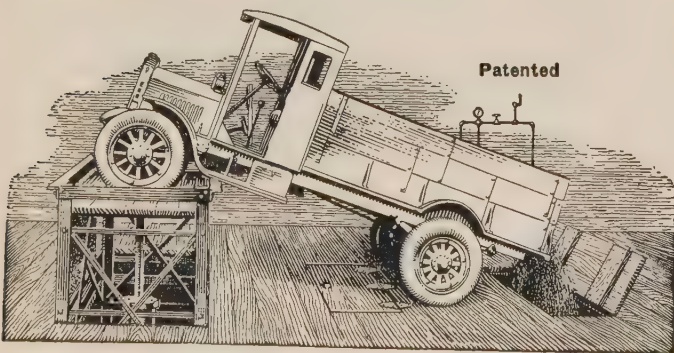
The price you pay for truck dumping equipment *is not the real cost. The cost of installation must also be considered.* It is an actual fact that it costs as much to install some truck dumping devices as the dumps themselves sell for. So: Before you buy any truck dumping equipment find out exactly what it will cost you installed in your elevator.

Kewanee All Steel Truck Lift

is the finest, sturdiest, most dependable truck dumping equipment money can buy. Furthermore: Actual figures taken from many hundreds of installations show that (installed) it actually costs less than any other reliable device.

It is easy and inexpensive to install a Kewanee. Put in a 6" concrete foundation, cut a hole in the floor, 4'6"x6', and drop the assembled lift frames onto the foundation. Locate your tank and air compressor and your Kewanee is ready for business.

Ask any elevator man who has a Kewanee. Or ask any elevator contractor. They will tell you that what we have said is a fact.



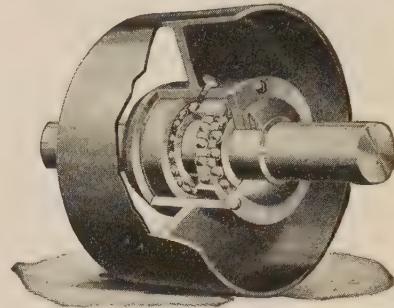
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require little of your time for filing, and contain spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

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- " B—Loss in Market Value Due to Delay in Transit.
- " C—Loss in Quality Due to Delay in Transit.
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These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

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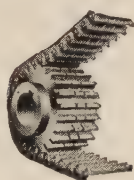
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Wishes to announce to the Grain Trade they are making a simple but very important change in the construction of the TRAPP All-Steel Dump which eliminates the necessity of cutting floor joists of elevator platform.

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GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago, Ill.



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Columbus, Ga.—We consider the Journal the best and most complete magazine of the many we have seen recently. It covers the grain trade and items of interest to grain dealers thoroly, and we look forward with interest to receiving our copies twice a month.—W. H. Crawford & Co.



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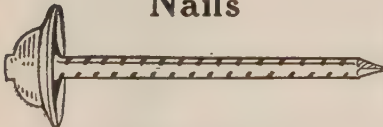
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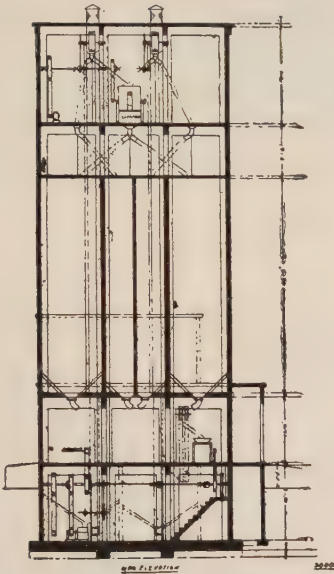
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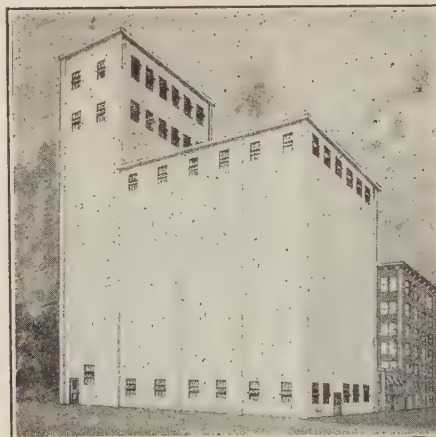
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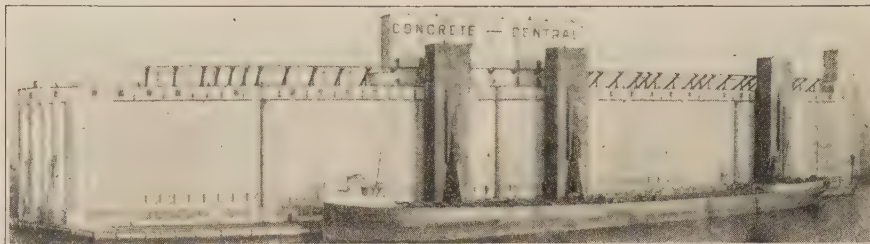
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We build Modern Fireproof Grain Elevators
Mill Buildings and Storage Bins
SPECIAL ATTENTION GIVEN TO REPAIR WORK
Let Us Know Your Requirements

DES MOINES
ALL YOUR FRIENDS WILL BE AT
DES MOINES

**SEND US
YOUR INQUIRY**

We have the most complete
organization in the Northwest
for the construction of

**GRAIN and COAL
ELEVATORS**

T. E. Ibberson Company
MINNEAPOLIS, MINN.

Put Your Name

where every progressive
grain dealer will see it
and keep it there.

THAT IS IN THE

Grain Dealers Journal

OF CHICAGO

L. A. STINSON

CONSULTING ENGINEER

H. E. Godfrey, Civil Engineer

Elevators
Mills and Warehouses
Complete

National Life Bldg., Chicago, Ill.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$2.75

GRAIN DEALERS JOURNAL

309 South La Salle St., CHICAGO, ILL.

Folwell-Sinks Form Lifting

JACKS

For Grain Elevator and Silo
Construction

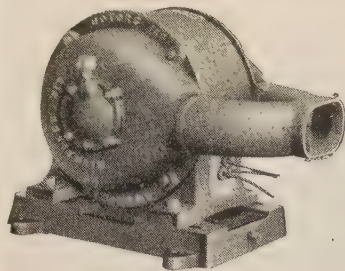
Manufactured and Sold by

NELSON MACHINE CO.

WAUKEGAN, ILL.



ed



A Dust Proof Motor

In the larger terminal elevators every effort is made to prevent dust explosions and resultant fires by housing equipment in casing.

By equipping your country elevator with American, enclosed, ball-bearing, self-ventilated polyphase induction motors you safeguard your plant. Besides it means a cleaner elevator, and reduced insurance rates. See that your elevator builder specifies it.

American Electric Motors, Inc.
57 Erie Street Milwaukee, Wis.

Dust Collectors



alone do not prevent explosions in Elevators, but

DAY

Dust Collecting Systems do when properly installed.

The Day Company

1006 Lyndale Avenue N.

Minneapolis, Minn.

Corrugated Sheets

We specialize in corrugated sheets for roofing and siding; also sheet metal work for elevators. Immediate shipment from Chicago.

The Sykes Company

2270 W. 58th Street
CHICAGO



Elevating Conveying



Sheet Metal--Power Transmission

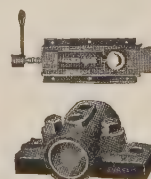
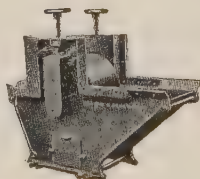
Machinery, because of the important part each plays in the operation of a grain elevator, should be the best obtainable. For many years we have specialized in the manufacture of the better class of grain elevator and flour machinery. No matter what equipment you may require, we can furnish it.

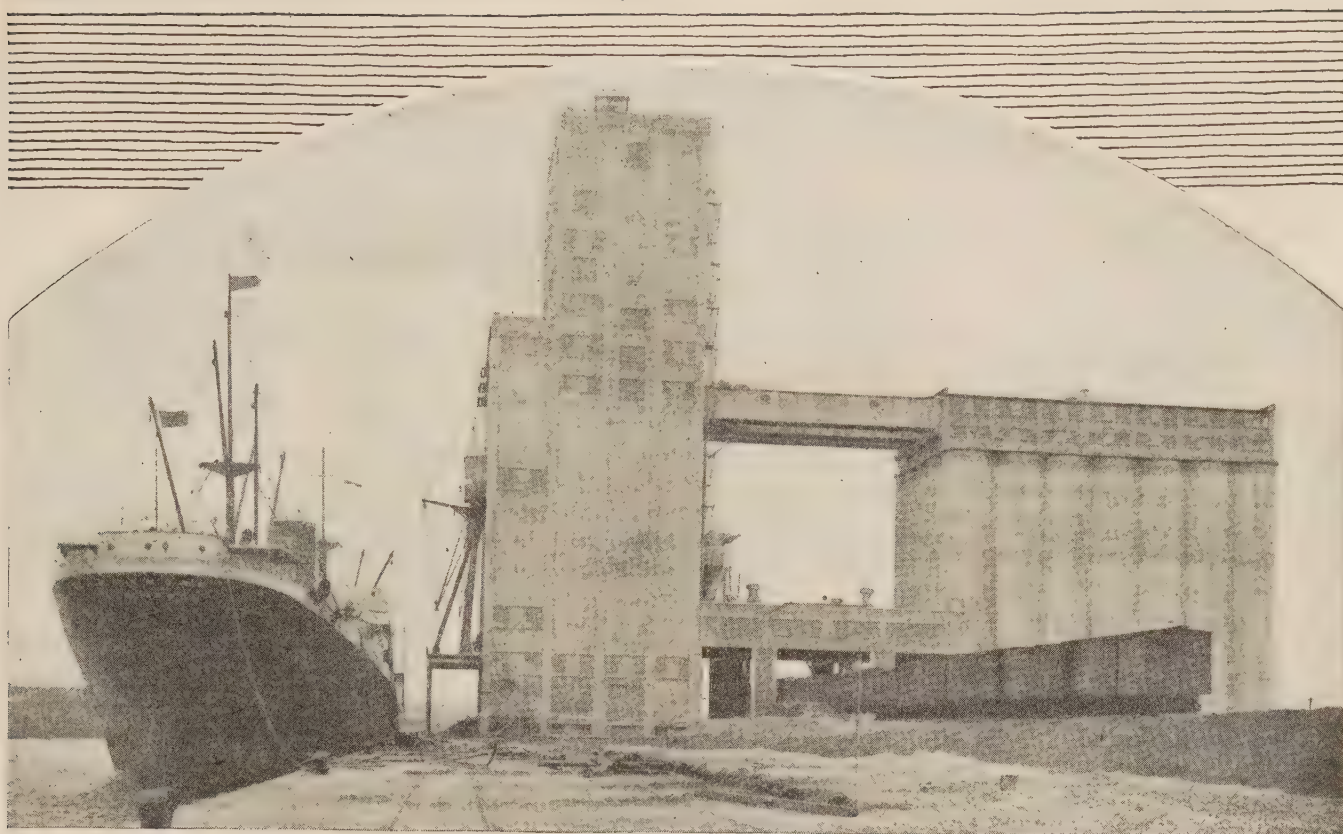
Located on three railroads, we are in position to make prompt shipment.

Send for our catalog No. 22 which describes, in detail, our very extensive line of grain elevator machinery.

The J. B. Ehrsam & Sons Mfg. Co.

Enterprise, Kansas





A "Known Quantity" in Modern Grain Elevator Equipment

WEBSTER service to grain elevator engineers and builders is based on an intimate knowledge of the grain elevator business coupled with an unusual ability to meet its particular conditions. This service has years of background, experience, and development behind it. As a result Webster Grain Handling Equipment is a known quantity in modern elevator practice regardless of whether the equipment includes Marine Legs, Belt Conveyors, Elevators, Loading Hoppers, Spouting, or Power Transmission Machinery.

Engineers and Builders of Grain Elevators and Mills will therefore find it worth while to work with Webster Engineers on their grain handling problems. They will help you in selecting suitable equipment to meet your particular requirements. This service is at your disposal.

THE WEBSTER MFG. COMPANY

4500-4560 Cortland Street, CHICAGO

Branch Offices

BOSTON.....902 Oliver Bldg.
BUFFALO.....572 Ellicott Square
CINCINNATI.....1914 Union Central Bldg.
CLEVELAND.....509 Wetland Bldg.
NEW YORK.....90 West Street
PHILADELPHIA.....719 Commercial Trust Bldg.

Factories

CHICAGO, ILLINOIS TIFFIN, OHIO

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Atlanta, Ga.Fulton Supply Co., 70 Nelson St.
Baltimore, Md. .H. W. Faunt LeRoy, 523 Calvert Bldg.
Birmingham, Ala. .G. R. Mueller, Brown-Marx Bldg.
Chattanooga, Tenn. Nixon-Hasselle Co., 703 James Bldg.
Denver, Colo.C. L. Dean, 1718 California Ave.
Detroit, Mich. .Palmer-Bee Co., 2778-2794 E. Grand Blvd.
Knoxville, Tenn. .Webster & Co., Holston Bank Bldg.
Louisville, Ky. .E. D. Morton & Co., 516 W. Main St.
Milwaukee, Wis. .W. Clasmann Co., 620 Wehs Bldg.

New Orleans, La., Globe Supply & Machinery Company,
625-627 S. Peters Street.
Pittsburgh, Pa. .Dempsy-Degener Co., 708 Penn. Ave.
Salt Lake City, Utah, L. W. Mendenhall, 517 McIntyre
Building.
Salt Lake City, Utah.Gallagher Machinery Co.
Seattle, Wash., The Brinkley Company, 651 Alaska St.
Vancouver, B. C. .B. C. Equipment Company, Ltd.,
613 Bank of Nova Scotia Bldg.

Canadian Factory - Sales Office: WEBSTER - INGLIS, LIMITED, 14 Strachan Ave., Toronto, Ont.

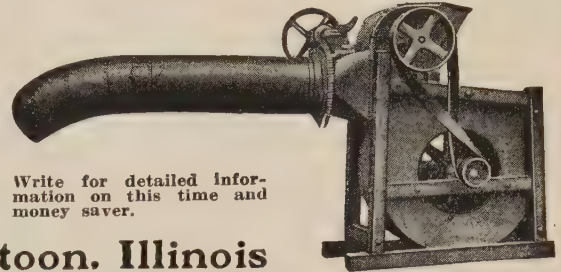
Clean and Load in One Operation

To make the most money these days the grain elevator operator must operate his plant as economically as possible; he must ship the highest grade possible and it must be clean. To get the maximum in loading facilities and at the same time clean the grain loaded every elevator operator should install

The Combined Grain Cleaner and Pneumatic Car Loader

It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you upon request.



Write for detailed information on this time and money saver.

Mattoon Grain Conveyor Co., Mattoon, Illinois

Load Railroad Cars Without Scooping



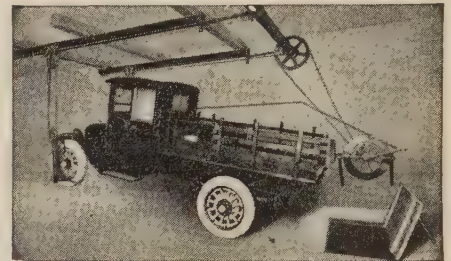
The Boss Air Blast Car Loader

will load the largest cars without any scooping in a dirty, dusty car. Both ends loaded at the same time. They CANNOT injure the tenderest grain because grain does NOT pass through fan. One-Way spout furnished if desired. Spout adjustable up or down. 30 days' trial allowed. Grain cleaner attachment free. Grades raised. We make PORTABLE outfits also. Suitable for rapid loading when elevator burns down or where there is no elevator. Write today for catalog No. 23, showing all kinds of Air Blast Car Loaders for loading loose grain without scooping, and Chick Feed Graders, also Portable Belt Conveyors for handling coal, sand and gravel with less labor.

Maroa Manufacturing Co.

Dept. G.

MAROA, ILL.



McMillin Wagon and Truck Dump

The McMillin Wagon and Truck dump is designed to meet the requirements necessary for dumping all kinds of vehicles, from the shortest wagon to the longest truck, with smallest amount of mechanism, as well as easily installed.

Works just as effectively for two or more doors as it does for one.

Easy to handle and under control of the operator at all times.

Can be operated by hand or power.

No openings in driveway floor required, other than the dump door.

*Shipped on Trial.
Fully Guaranteed.*

Address

L. J. McMILLIN
525 Board of Trade Building
Indianapolis, Ind.

DIXON'S SILICA-GRAPHITE PAINT

is a natural combination of silica and flake graphite. The vehicle is pure boiled linseed oil. It will not crack or peel off because of the natural elasticity of the flake graphite, while the silica furnishes the wear-resisting qualities. Because of these qualities, Dixon's Paint affords better and longer protection. By making frequent repainting unnecessary it lowers the cost of paint upkeep.

Write for Booklet 15-B.

**JOSEPH DIXON
CRUCIBLE COMPANY**
JERSEY CITY, N. J.
Established 1827.



THE "STAR" WAREHOUSE BRUSH for Sweeping Grain from Cars



We would like to ship you a dozen of these on trial for 60 days. No charge unless the brush proves satisfactory. Send no money—write today. Guaranteed to outwear 5 brooms each. Used

by leading terminal elevators.
\$16.00 per doz. F. O. B. Minneapolis

Flour City Brush Co.
422 So. 4th St., Minneapolis, Minn.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

**10,000 SHIPPERS
Are now using**

**TYDEN
CAR SEALS**

Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES
Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Vice-President
617 Railway Exchange Bldg., Chicago, Ill.



The Grain Dealers Journal is everything you claim for it.—J. N. J., Farmers Grain Co., Storden, Minn.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

IOWA—A good elevator for sale. Good territory. Possession at once. Address 51Q17, Grain Dealers Journal, Chicago, Illinois.

IOWA—A good grain station in central Iowa for sale. Address 51N12 Grain Dealers Journal, Chicago, Ill.

CENTRAL KANSAS—Elevator in the heart of the wheat belt for sale. Capacity 20,000 bushels. Address 51Q7, Grain Dealers Journal, Chicago, Ill.

EASTERN NEBRASKA terminal elevator in first class shape; well located. Address 50A13 Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA—Two elevators for sale; good grain business, good crops. Address 51N11 Grain Dealers Journal, Chicago, Ill.

FLORIDA corn elevator complete with shelter, press, dryer, recleaner, 4 elevators; used very little; at a bargain. Williams Grain Co., Alachua, Fla.

NORTHWEST IOWA elevator with side lines for sale. A money maker. No trades—must have cash. Address 51Q12, Grain Dealers Journal, Chicago, Illinois.

OKLAHOMA elevator for sale; 10,000 bushel house, cheap; good town; price right for quick sale. Address 51P18 Grain Dealers Journal, Chicago, Illinois.

CENTRAL INDIANA elevator for sale. 25,000 bus. capacity, 28 h.p. engine, on Pennsylvania lines. Must sell in order to settle estate. Address 50H21 Grain Dealers Journal, Chicago, Ill.

IOWA—Grain, coal and feed business on C. B. & Q. Ry.; new 37,000 bu. concrete elvtr., 10,000 bu. wood. Ship 300 to 400,000 bu. grain annually. Storage for 900 tons coal. Address 51P12, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—Combined mixed feed plant and elevator for sale or trade. Private ground; load cars on two roads; electrically equipped throughout including dryer; full transit privileges; operating to capacity on established trade. Address 51P6, Grain Dealers Journal, Chicago, Ill.

EASTERN COLORADO—We will receive sealed bids up to September 1st at two o'clock P. M. and at which time bids will be opened for two good elevators on U. P. Bids for either or both will be considered and we will reserve the right to reject one or all bids. Julesburg Co-operative Grain Company, Julesburg, Colorado.

CENTRAL OHIO—Iron clad elevator located in fertile corn and wheat belt in central Ohio, 4 stands elevators, Hess Dryer, boiler, oil engine, storage capacity 20,000 bushels. Includes office, truck scales, feed and coal business. For particulars inquire 50M7, Grain Dealers Journal, Chicago, Ill.

HERE IS what one advertiser in our "Elevators For Sale" columns writes us shortly after the third insertion of his ad: "I wish to tell you that my ad in your Journal is the first time I ever tried to find a buyer for anything I had for sale in my life. The old saying 'It pays to advertise' is certainly true. I have several good parties lined up from the many inquiries through my ad in your paper."

ELEVATORS FOR SALE.

WESTERN KANSAS—Elevator on A. T. & S. F. for sale. Electric power; only elevator in town; good shipping point and good retail trade. Address 51P11, Grain Dealers Journal, Chicago, Illinois.

WISCONSIN—15,000 bu. cribbed elevator, iron clad, warehouse, coal shed, electric power. Good grain, feed, flour, coal and feed grinding business. No competition. Address 50M16, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA elevator for sale. 20,000 bushels capacity. Electric power. In first class condition. Good grain point. Crops are good. Town of 2,000. Possession at once. Address B. J. Sweatt, Dell Rapids, S. Dak.

N. W. MISSOURI—Modern 10,000 bu. elevator for sale in good town. Price \$7,500.00, some terms if desired. A good proposition for someone able who will give personal attention to the business. Address 51P5, Grain Dealers Journal, Chicago, Ill.

NEBRASKA—14,000 bushel elevator, lumber yard and coal business for sale in good, live little town. Good school and church; two main line railroads; 150 miles from Omaha or Kansas City. Must be sold at once. Address H. E. Fairchild, Endicott, Nebraska.

INDIANA—Elevator practically new near Indianapolis, doing good business in grain, coal, flour and feed. No competition and excellent territory. Price \$11,000. Five thousand dollars. cash, balance easy terms. Address Reep & White, owners, 601 Board of Trade, Indianapolis, Ind.

NORTHERN ILLINOIS—Elevator for sale. 14,000 bus. capacity; ironclad, on private ground; no competition; all electric power; attrition feed mill; corn crusher. Handled 250,000 bus. last year. Milk condensary in town and plenty feed grinding and retailing. Reason for selling, wish to retire. Terms. Address C. A. Fenstermaker, Amboy, Illinois.

TEXAS—Four new elevators ranging in cap. from 12 to 16 thousand bushels on the Spearman branch of the Santa Fe in the Panhandle of Texas. These elevators are modern in every respect and substantially built. All on privately owned ground. A large crop to be handled this season. Terms to responsible parties. Address 51N6 Grain Dealers Journal, Chicago, Ill.

ILLINOIS concrete elevator for sale. Holds 100,000 bu. shell grain and 35,000 bu. ear corn or oats. Three dumps, low drive, shelter, cleaner, automatic scales, concrete engine room with 25 H.P. F-M engine. Coal bins for 120 tons; good office, fully equipped. Station handles 600,000 bu. One good competitor; located in a good town in central Illinois with High School, 3 Churches, etc. Will be sold less than cost. C. A. Burks, Elevator Broker, Decatur, Illinois.

ELEVATOR LOCATION FOR SALE.

INDIANA grain elevator location for sale. Team scales, office, warehouse, 15 h. p. engine, seed and fertilizer house; five lots, where elevators burned on Big Four Railroad Switch, in Colfax, Indiana. Address F. W. Powers, owner, 128 North Grant St., West LaFayette, Indiana.

ELEVATOR BROKERS.

CLAYBAUGH-McCOMAS
Offices

Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade.
If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE GRAIN ELEVATORS for sale and a few for exchange for land of equal value.

If you are in the market write me fully as to amount you wish to invest and location you prefer.

JAMES M. MAGUIRE,
6454 Minerva Ave., Chicago, Ill.

ELEVATORS WANTED.

GOOD ELEVATOR—Wanted to lease in good grain territory, or would consider a good proposition with firm, on a profit sharing basis. Address 51P16, Grain Dealers Journal, Chicago, Illinois.

FOR SALE OR TRADE for elevator in S. Dak. or Nebraska, 480 acres improved farm in Beadle County, S. Dak., 800 acre ranch in Western S. Dakota. Address 50M2, Grain Dealers Journal, Chicago, Ill.

TRADE for suitable grain business in Illinois or Indiana, full line of up-to-date implements, invoice \$6,000.00, in Raymond, Illinois. Town has population of 1,200; 5 churches, good schools, in excellent farming community; one competitor. Address Adolph Oberle, Raymond, Illinois.

ELEVATOR WANTED on the 50-50 net profit divide plan, or position as manager-bookkeeper Farmers Elevator; have made \$30,000.00 net for Equities the last four years; have been under bond for the last 18 years and can give real references that count. Am expert bookkeeper. Address 51Q5, Grain Dealers Journal, Chicago, Illinois.

WOOL WANTED.

ELEVATOR OPERATORS who have wool to ship will find it to their advantage to tell the 6,700 regular readers what they have to offer. An advertisement in this column will cost you but 25c per type line per insertion.

BUSINESS OPPORTUNITIES.

HAVE fine home located on St. Clair River on best street in Port Huron. Would like to trade for elevator in Michigan, Canada, New York or Eastern States. P. O. Box 235, Port Huron, Michigan.

CENTRAL NEBRASKA—Modern new grain and seed house for sale; doing splendid business, good town. Would consider active partner. Careful investigation invited. Address Box 806, Ord, Nebraska.

ILLINOIS lumber, coal, elevator and hardware property and stock for quick, cheap sale, to settle estate. Located in Eleroy, Illinois; a good partnership business. Inquire F. W. Hainke, Box 83, Eleroy, Ill.

OAK CREEK, COLORADO, wholesale and retail feed store for sale. We are buyers and shippers of flour and meal, all grades of salt, potatoes, turnips, burlap sacks, twine, baled hay, oats, wheat, rye, bran, corn, ground feed, field and garden seed. Reason for selling, am a widow and short of help. Emma Bell, Oak Creek, Colorado.

MILL FOR SALE.

ARKANSAS—75 barrel, electric power flour mill for sale; in good condition; buildings and machinery cost \$25,000; price for quick sale \$10,000. Address Taylor-Davis, Harrison, Ark.

KANSAS—Flour and feed mill in town of 18,000 for sale; well established business; \$25,000 cash. Address 51P21 Grain Dealers Journal, Chicago, Illinois.

OATMEAL AND FEED MIXING PLANT AT A BARGAIN.—This mill was originally built for a 500 barrel oatmeal mill; part of the oatmeal machinery has been removed to make room for feed mixing machinery; most of the essential parts are still intact, namely, hulling stones, elevators, dry kiln oat graders, rolls for flaking grotes and other machinery. A portion of the machinery that was removed can again be replaced; there is ample room for both oatmeal and feed mixing machinery. The feed mixing part consists of modern machinery for this purpose, with capacity of 40 tons per hour, built in two units of 20 tons each, of either molasses or dry mixture. Its feeds have given satisfaction wherever used. It has storage capacity for 80,000 bus. of grain and 4,000 tons of sacked feed; two steel tanks capacity for 500 tons of molasses, power shovels for unloading grain; in fact, facilities for handling to best advantage to and from cars. Feed is elevated from packers into cars. A double track runs between buildings connecting with main R. R. line. Fourteen cars can be spotted at once and removed with car puller. The elevator is equipped with truck dumps for receiving grain from farmers' wagons. This plant is located in Illinois on the main line of railroad which has branches running north, northwest, west and southwest. All the different ingredients used in a first class feed originate on these lines and with milling in transit privileges makes this an ideal location. Price very reasonable, with reasonable terms. Address 50G23, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

FOR SALE—20-50 pound Howe Scale weights. In good condition. Chas. Love, Macon, Ill.

FUNNY EXPERIENCES.

FUNNY STORIES WANTED.

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago.

WANTED

New Misprint Bags

or

Discarded Brands

'Cotton, Burlap or Jute.

Advise quality, size and quantity.

VALLEY BAG COMPANY,
St. Louis, Mo.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of very heavy manila for strength and durability and to withstand hard usage. Special folding method for closing envelope. Have a limited supply to sell at \$2.50 the hundred, f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

SCALES FOR SALE.

SECOND HAND SCALES for sale of any make, size, or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

FOR SALE—One ½ bu., two 1 bu., four 3 bu., one 4 bu., and one 6 bu. Richardson Automatic Grain Scales, some new. One 5 bu. Fairbanks Automatic. One 5 bu. and two 6 bu. Richardson Sacking Scales. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

OFFICE APPLIANCES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

TRADE WANTED OR SALE—Have you something to sell or trade? Let the readers of the Journal know what you have to offer. Now they are unaware of the advantage of dealing with you. The best way to dispose of anything is by advertising.

HELP WANTED.

STOP! READ! THINK! This advertiser writes—"Your service brought me 24 replies." We can do the same for you. Don't wait, write NOW.

WANTED—Experienced manager for elevator and coal business in eastern Nebraska. State salary desired and give references in first letter. Address 51Q11, Grain Dealers Journal, Chicago, Illinois.

SITUATIONS WANTED.

WANTED—Position as manager Farmers Elevator in Illinois. Fifteen years' experience. Can furnish best of references. Address 51N9 Grain Dealers Journal, Chicago, Ill.

POSITION wanted as mgr. of country station by man with 20 years' experience. 50 years old; married. Handle all side lines. Address 51Q8, Grain Dealers Journal, Chicago, Ill.

YOUNG MARRIED MAN with grain and lumber experience wants position as Manager or Assistant to Manager in good country elevator, either line or farmer company. Best of references furnished. A. Ross, Davis Junction, Illinois.

WANTED, position as grain buyer at country station. 20 years' experience in buying grain. References furnished. Address Charles Knudtson, Wilmont, Minn.

GRAIN MAN with 20 years' experience all branches domestic and export grain, wants position. Has experience Terminal markets and managed line of elevators; has favorable acquaintance West and Southwest grain and option traders. Address 51P13, Grain Dealers Journal, Chicago, Illinois.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

STOP! If our ad runs any longer we will have to refuse to let the mailman in. As it is we have had to put on two extra stenographers just to answer queries.—W. K.

Kansas Rules for Car Distribution.

The Kansas Public Utilities Commission on July 20, in Docket No. 4833, gave out rules for the distribution of cars providing that each shipper of grain shall make written order on the carrier's agent for the cars wanted for grain loading, showing the kind of cars, destination, date wanted, quantity of grain of each kind on hand conveniently located for prompt loading.

The term "prompt loading," as used in these rules, is intended to mean that a car placed for loading not later than ten o'clock a. m. must be loaded and billing instructions tendered before the close of the day on which it is placed, failing which such car will be charged against the shipper's allotment as an additional empty for each succeeding day or fraction thereof held for loading or for billing instructions.

The term "conveniently located," as used in these rules, is intended to mean all grain located in elevators, granaries, bins or on the ground at the shipping station, whether on or off the carrier's right of way, and shall include grain located on farms tendered by individual shippers owning the grain tendered.

Apportionment.—For the purpose of determining the proper apportionment of cars as between shippers at any station when all orders cannot be filled, the basis of the grain actually on hand and tendered for shipment on the previous Saturday will be used. Each shipper of grain will advise the carrier's agent each Saturday of the total quantity of grain actually on hand and tendered for rail shipment. The ratio of the quantity so reported by each shipper to the total reported by all shippers shall be the percentage basis for the distribution of available cars at that station during the ensuing week for grain loading. Variation from this basis will be made for the purpose of keeping all elevators open and operating.

Whenever an elevator is filled to working capacity and is closed and unable to buy grain on the local market account lack of grain cars, the owner or manager of such elevator may file an affidavit with the carrier's agent asking for preference in the distribution of the available cars, stating the facts upon which such application is based in the following form:

I hereby affirm that account lack of grain car empties being promptly furnished by the

(Name of railway company)

that effective

(Hour) (Date)

I am no longer able to participate in the buying of grain on the local market, and will not be able to do so until after a grain car is furnished, and for that reason request preference in the distribution of the available grain cars at this station.

Grain on hand tendered for prompt shipment,

..... bushels.

Capacity of elevator, bushels.

(Sig.)

(For)

(Name of elevator)

.....

(Witness)

.....

(Notary)

.....

(Hour and date received)

.....

(Agent railway company)

.....

This elevator shall then be given the next available grain car in preference to other shippers at that station.

An affidavit will entitle an elevator to but one car out of its regular turn in preference to other shippers.

In event two or more shippers file such affidavits with the carrier's agent, then one car each shall be furnished to said elevators in preference to other shippers at that station, and in the order that their affidavits were filed with the carrier's agent.

An elevator shall not participate in the buying of grain on the local market during the time it has an affidavit on file asking for preference in the distribution of grain cars.

Individual shippers, as farmers and track buyers, will not be permitted to file affidavits and secure grain cars in preference to other shippers.

Cars furnished to any elevator out of its regular turn in preference, account affidavit having been filed, will be counted against the allotment of cars due that elevator.

Each shipper of grain shall keep on file data supporting his orders for cars. All such data shall be subject to inspection by an agent of the Commission or of the carrier and in the event any shipper is found to have filed a fraudulent order for cars, the Commission will, after investigation, authorize the carrier to withhold cars from such shipper for a period of thirty days for the first offense and for a period of sixty days for each succeeding offense.

In the event the car supply is inadequate to a degree whereby all elevators become closed

at the same station, then and in that event all available grain cars shall be divided and distributed among elevators and shippers car and car about. The "car and car about" rule is not to be invoked until all elevators are closed account being filled to capacity. (For example: A station has three elevators, two track buyers and two individual farmers ordering grain cars. During a car shortage the available grain cars shall be distributed in the following manner: One car around to each of the three elevators, then one car to one track buyer or farmer, then another car around to each elevator and mill elevator, then another car to one track buyer or farmer, etc.)

When the supply of grain cars is inadequate to a point that a portion of the elevators on any division of a railroad are closed down, the supply of cars furnished mills for the loading of mill products shall be reduced from a 24-hour supply (based on the maximum grinding capacity of the mills in carloads of 250 barrels of mill products each, without regard to the number of railroads upon which the mill may be located) in the proportion that the number of elevators closed relates to the total number of elevators that are ordering grain cars on such railroad division, and such proportion of cars assigned for grain loading. In determining the reduced proportion of cars to be furnished mills, the daily average number of elevators closed during the weekly period ending each Saturday shall govern the following week's distribution.

Where grain is sold after being loaded in cars on track the car shall be charged against the quota of the actual shipper.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

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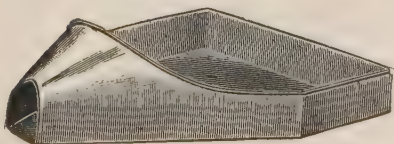
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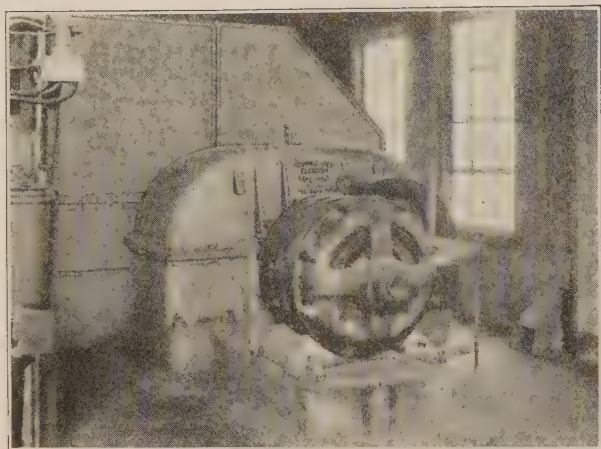
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LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, AUGUST 10, 1923

BLACK RUST has caused a lot of worry to the farmers of the spring wheat territory, and reports of damage are coming in with increasing frequency.

COLLAPSING elevators remind us that the new crop has started to move and that some of the time-worn monuments to the ancient barn builder are still standing. So long as grain dealers persist in employing the incapable and the inexperienced in the construction of grain storehouses, disastrous results are sure to follow. Fortunately for the owners of recent failures, no casualties have resulted.

GRAIN SHIPPERS who use spikes for anchoring grain doors to car door posts do damage to the car, delay grain's unloading and insure the complete destruction of the grain doors, all of which is unnecessary. Grain doors should never be nailed together or across one another in a way that will interfere with its easy removal when car reaches elevator. By avoiding the use of spikes shippers will prolong the life of grain doors and reduce the number of leaks.

WHEAT MIXED with rye can not be expected to command the top of the market in any terminal. Rye is cheap. The buyer who watches closely the grading of his shipments, and grades his purchases in keeping therewith, will be nearer safe. Paying one price for all grades of any kind of grain is sure to bring disaster to every country shipper who persists in the practice. Grain which is not bought right had better not be bought at all, as it will be sure to result in a loss.

NEW OATS have been grading well but continuous rains in some sections have resulted in badly stained oats, which will need purifying before finding ready sale in terminal markets.

DEFAULTS on July oats contracts at Chicago were so heavy as to indicate the need of broadening of deliveries to include grain owned by Chicago dealers and in store outside the narrow precincts of the regular houses, however remote.

THE AGITATORS of the American Farm Bureau Federation strive to keep the farmers thinking about them by springing some new marketing scheme every month. If they fail to keep the farmers interested the membership dues decline and the promoters must get more suckers or go to work. The impractical schemes of these ranting promoters have not helped the producer one whit, but have done a lot of harm.

INCREASED loadings of grain indicate that the grain trade is likely to suffer seriously from a lack of cars, just as in previous years. While the railroads are moving freight faster than ever and they are better equipped with motive power and box cars than ever, still the movement of merchandise and other heavy freight continues at an unparalleled rate. So the railroads may be unable to give prompt movement to all grain offered as they had planned on doing.

THE SALES contract for the purchase of wheat from farmers, adopted by elevator operators in Kansas for the coming crop, contains a clause, "Wheat delivered on this contract is guaranteed free from any and all incumbrance by party selling grain," that is well worth inclusion in contracts by buyers in other states. So many liens under chattel mortgages, landlord's leases, farm buro 5-year contracts, and thresher's claims may intervene that a comprehensive clause like the foregoing, giving the buyer what recourse he may have against the seller, may prove valuable, or at least, establish his good faith in any controversy that may ensue.

FAILURES OF concrete elevators are occurring with such increasing frequency that the future builder of such houses will hesitate a long while before letting a contract for a structure from this uncertain material. One designing engineer who has had considerable experience supervising the work of others, says "If grain dealers would exercise greater care in selecting engineers, who know how to build a concrete bin, and have a sufficient margin in the contract to enable them to buy the steel needed to support the walls, and the knowledge to properly place it, then the dealer has some chance of getting a concrete storehouse which will last." So many contracts for concrete elevators have been taken at cut prices, the wonder is all the builders have not gone broke. However, there are some factors in the construction of reinforced concrete elevators which have been ignored by some builders to their own disadvantage and at great cost to the elevator owners. Intelligent supervision of concrete work by one familiar with all these factors is about the only safeguard the grain dealer can employ against future failures.

STABILIZING wheat prices is one of the late demands of a visionary congressman from North Dakota. The less the government attempts to interfere with the marketing of grain the more efficiently will the established agencies function.

THE FEDERAL Trade Commission would like to have the Board of Trade shout from the housetops daily "American speculators are holding 250,000,000 bus. of wheat on open trades," suggesting to foreigners, "Don't buy any until the speculators are forced to sell out." Thus the federal government would succeed in knocking out another prop from under the farmer's wheat price. How wise are the meddlers.

THE HYSTERICAL agitators of the Farm Buro Federation are calling upon the banks and marketing ass'ns to use the intermediate credit banks to help the farmers hold their wheat so it will not fall into the hands of the speculator. In the eyes of these unprincipled demagogues it is all right for the producer to hold wheat for a rise, but it is a heinous crime for anyone else to attempt it, even tho the producer profit thereby.

"THE present high price of corn brings little advantage to farmers as a group since corn is not sold to the urban community, but to other farmers. High priced corn in itself mainly adds to the cost of producing animal products," says the U. S. Department of Agriculture in its Aug. 7 monthly review of the agricultural situation. Truly, some persons are hard to please. Elsewhere in the same review the Department grudgingly admits that for the month of June the prices of non-agricultural products declined just as much as did the farm prices of crops and livestock. All of us will be glad to have this cheering information that the farmer was no worse off in June than he was in May; and so far as his purchasing power may be enhanced by relatively higher prices, the outlook for the grain grower is brighter this August than at any time for a year past.

TAXATION is a crushing burden. The gross income of the people of the United States is estimated at between \$50,000,000,000 to \$60,000,000,000 a year, and the total taxes paid to state, federal and municipal collectors are placed at \$8,000,000,000. This is an annual charge of 16 per cent for the expense of government, which is extraordinary considering that the entire living expenses of 110,000,000 persons are paid out of the gross income of about \$55,000,000,000. According to Senator Beveridge, the governmental employees, including city, state and national, number 5 per cent of the inhabitants. Thus 5 per cent of the inhabitants of the country are in control of the spending of 16 per cent of the gross income. Unfortunately most of the government work is unproductive. The regulation by bureaucrats is almost wholly parasitical, being for the most part nothing but a super-management imposed on industry, which, under our republican conception of government, really is assumed to be capable of self-management. No bureaucratic supervision is necessary where all laws against monopoly in labor, manufacture and trade are rigidly enforced.

THE EARLY arrival of new wheat have been grading more satisfactory than usual, but that will not excuse any shippers throwing caution to the winds. Grain bot right is half sold.

WHEN the radical friends of the farmer have been convinced of the impracticability of every other scheme to boost the price of wheat they may be agreeable to a marked reduction in the wheat acreage.

IF THE Agricultural Bloc had not driven the big speculators out of the wheat market, the farmers friends would not now be begging everyone to buy a thousand bushels and help boost the price.

THE DEALER who regularly peruses our "Supreme Court Decisions" and arbitration decisions will have a much clearer understanding of his own rights and the rights of the other fellow to the end that expensive disputes and differences may be avoided. Keeping posted will pay any dealer big dividends.

THE PERFECT CONTROL the federal Government now has over the Exchanges shifts the responsibility for the speculative trade from the Exchange authorities to the Government. The labored defense of Aug. 3 by the Acting Sec'y is probably one of the many apologies that will endeavor to explain the failure of the Grain Futures Act to operate as hoped by its proponents.

ARE YOU doing your part to help make conditions in your trade better? Do you actively support the trade journals and ass'ns? Do you help both at every opportunity as they are striving to help you? Has it ever occurred to you that the more you help them the more vigorously they will work to help you? While your simple endorsement is good and your passive support better, both are fully entitled to your active assistance in making the grain business safer and pleasanter. Both ass'ns and journals are striving strenuously to help the regular trade to greater efficiency. Many enterprising grain merchants have wielded a powerful influence in improving grain trade conditions and many others will likewise win the thanks and applause of their fellows. Are you standing in the background or sitting in the front row ready to work?

MARGINS of profit seem excessive to the uninformed and give a basis for the charges by unprincipled demagogues that the middlemen are levying an exorbitant tax. The spread between wheat and the finished bread is excessive and so is the margin between the steer on the hoof and the porterhouse in the butcher's shop. Neither grain dealer nor packer are properly chargeable with absorbing this disparity, which mostly disappears to the highly paid wage-workers of the retailers. For years one of the leading packers advertised weekly in the newspapers stating the price at which dressed beef was sold, as the average of its entire output. Comparing this with the price on the hoof, the farmer could see that the packer was not profiteering. Now the grain dealers of Oklahoma have joined in compiling statistics of the price they paid for wheat on the last crop, and it certainly shows that the grain dealer paid for wheat all it was worth.

The Federal Trade Commission Report.

The inevitable outcome of all bureaucratic intrusion of government into the private lives of citizens in all countries where bureaucracy has gained a foothold has been the extension of the interference to the limit allowed by the law, and then some.

This is well exemplified by the recent report of the Federal Trade Commission in compliance with Senator Ladd's resolution calling for an investigation of grain exporters. After having reported on the exporters, the Commission goes further and volunteers a number of suggestions as to how the Chicago Board of Trade should conduct its business.

If these suggestions or recommendations had any value for the members of the Board of Trade they would have been adopted long since. The members of the Board of Trade are anything but hide-bound conservatives. The assertion safely can be made that there is no commercial organization in the United States that is so constantly changing its rules as the Chicago Board of Trade.

Altho the recommendations would simply add new and unnecessary burdens and on their face condemn themselves from the standpoint of members of the Board, the President of the Exchange is showing that body of meddlers more respect than they merit, by appointing a com'ite to study and report on the recommendations. Altho the recommendations may be worthless, the President of the Board shows a proper spirit of co-operation by his proposal to consider them.

The first recommendation that the Board make public each day the total volume of future transactions might have the beneficial effect if enacted, of greatly increasing the participation of the outside public in speculation, which now is admittedly at too low an ebb. While these figures are of no interest to the general public and would burden the grain exchanges with the labor of compilation, they are of special interest to the speculative public, on and off the exchanges. As a practical question it resolves itself into whether the publication of the volume of trading would increase speculation. The com'ite appointed by the president of the Board ought to be able to forecast the result. However, it is likely speculation and consequently the commissions earned by the brokers would increase, since the present traders would continue their operations, and many outsiders who do not now trade would do so because they would have more "to go on." The Commission's recommendation that the open trades at the close of business each day be published would likely be harmful and misleading, if carried out, as there could be no classification into hedging and speculative trades.

Recommendation No. 2 is silly, as the exchanges already are doing everything to discourage bucket-shop practices.

Recommendation No. 3 is unnecessary as no one is complaining that settlement prices have been fixed by prejudiced com'ites.

Recommendation No. 4 contains a good principle incorrectly applied by the Commission. Instead of changing Chicago contracts as suggested to allow delivery of grain at other markets, the present Chicago contract limitations as to delivery from Chicago "regular" warehouses only, should be retained. A "national"

contract could be created, identical on all exchanges, with freight and other allowances determined from day to day by proper com'ites, to carry out this suggestion, which is the same as that made a few years ago by Julius H. Barnes, and with the same thought of doing away with unnatural "corners."

Recommendation No. 5 would be unnecessary under the foregoing "national" contract.

The greatest disappointment found in the Commission's report and one that must be disconcerting to Senator Ladd is the finding by the Commission that the big drop in the price of wheat was not due to the speculators, but to the operation of the law of supply and demand. Of course, the Senator hoped the Commission would find that the Board of Trade was manipulating prices in the sense that manipulation is specified in the Capper-Tincher act. Now that the Commission has proved that there is no manipulation of the sort that the law was designed to correct this useless and damaging law should be repealed and the Commission abolished.

Farmers Beginning to See the Light?

It is gratifying to observe the apparent change in the attitude of the farmer toward the economic nostrum peddled by the demagogues. The executive com'ite of the Illinois Agricultural Ass'n at its meeting in Chicago Aug. 9 declared that warehousing Illinois wheat on farms could not carry any guaranty of safe storage because of the hazards of heat and weevil.

All the members of the com'ite opposed the fixing of a guaranteed price or the creation of a wheat corporation to buy wheat from farmers. Government participation in the grain trade on any basis whatever was opposed by the farm bureau officials on the ground that the necessary expenditure would mean more taxation for the farmer as a member of the community.

Widespread publicity should be given to their conclusion that the solution of the farmer's problem will come about slowly as the result of self-help.

The Disintegrating Wheat Pools.

Now that members of some of the so-called wheat growers' ass'n have received the final payment on last year's wheat, they are seeking ways and means to avoid entrusting any more grain to the managers of the pool. The farmers are beginning to realize that once again they have been buncoed by promoters posing as friends. It is estimated that most of the patrons of Southwestern pools sacrificed an average of 93/5c by selling through the pool. In other words, the local dealer would have paid them that much more and they would have received the money upon delivery. The Washington and Idaho pools are being discontinued because the producers are convinced that they can get much more for their wheat without the pools.

Some wheat growers of Kansas are awakening to the fact that pooling wheat is not the best way to secure the top market price for their products. There are pending twenty-five suits by the wheat growers' ass'n against farmers who have attempted to market all or some of their grain outside the ass'n. The outcome of the suits will be watched with eagerness by farmers who realize they are in wrong. Regardless of the outcome, the growing sentiment against pooling forecasts the end when the iron-clad contracts expire.

Over 15 Cents Per Foot Excessive Rental

Peter McLachlan of Hunter, N. D., and the Farmers Grain Dealers Ass'n of North Dakota made complaint to the Board of Railroad Commissioners of North Dakota that the rate of 30 cents per front foot established by the Great Northern Ry Co. was unjust and unreasonable rental for elevator sites.

The facts are the Great Northern in 1908 leased warehouse sites for the sum of \$1.00, and usually that amount was not collected; in 1912 this was raised to \$5 and about 1914 further increased to \$7.50.

Relying on suggestions made by the Interstate Commerce Commission in I. C. C. No. 6562, decided Oct. 10, 1922, rentals have been fixed at 30c per front foot. This amount is arrived at by placing the value of lots of 50 feet front and 100 feet deep (5,000 sq. ft.) at \$100, adding thereto the cost of the 50 feet of side track adjoining site, at \$3 per running foot. This gives a total valuation of \$250—\$100 for the land and \$150 for side track. A return of 6 per cent on this valuation is \$15, or 30c per front foot. This rate of rental is uniform over the entire Great Northern system outside the larger terminals. It was agreed by both sides that the matter of rentals in the larger terminals did not enter into this case.

Representatives of the railway company stated that the value placed on the lots was not the farm land value in any sense, and testified that land for railroad right-of-way purposes usually cost about three times the selling price of farm lands in that locality, and gave as an instance the Fargo-Surrey line. The entire cost of obtaining the right-of-way for this line was \$105 per acre and the average value of farm lands along the line was \$30 per acre. The line was built in 1910-11-12, and runs through a fine farming section of the state.

Objectors claimed that valuation fixed by the railway company was excessive; that \$100 for a lot of 5,000 square feet was several times the actual cost of land to the railroad company or of similar land and lots adjoining. That it was unfair to include cost of the side track across front of the lot in the valuation, for the reason that side tracks are used by the general public without charge in loading and unloading cars from wagons, thru stock yards and over loading platforms, and by the railroad in doing switching and handling trains generally. Also that elevators and warehouses were a convenience for the railroad, enabling them to handle their tonnage much more expeditiously than if such industries did not exist.

All parties having agreed to arbitration by the Board of Railroad Commissioners, the latter announced the following decision:

The contention of objectors that rental for sites should not include return on cost of side track adjoining the site, appears to this Commission to be justified. All grain elevators and grain houses are public warehouses under the laws of this state. (See Section 3107, C. L. 1913.) They are licensed by the state, are required to furnish ample bonds, both as warehousemen and also to protect the holders of receipts for stored grain and must make complete monthly reports under oath, to the supervisor of grades, weights and measures, of all grain bought, shipped or stored; also financial condition of the organization. Their maximum storage rates are fixed by statute.

The above is not true of any other industry in the state. The services to the public rendered by these warehouses are such as might properly be required of the railroad in the event that private parties did not undertake to furnish it. As a matter of fact, the Great Northern in some instances does own elevators and leases them to individuals.

That the Great Northern Railway Co. recognizes the necessity and convenience to it of having these warehouses located on its side tracks is evident from the following sections of its "Elevator Permit":

"3. The applicant shall use and occupy the said premises during the term hereof for the sole and exclusive purpose of erecting and maintaining thereon a public elevator or a grain dealer's elevator for the handling of grain, together with such other buildings and structures as are properly connected with the maintenance and operation of such elevator.

"4. The applicant shall construct in accordance with the plans first submitted to and approved by the Railway Company, an elevator of the minimum capacity of thirty thousand (30,000) bushels, with all the necessary fixtures, machinery, appliances and appurtenances, for the safe and prompt receipt, elevation and delivery of grain * * *

"5. The applicant during the term hereof shall maintain and operate in compliance with all the provisions of law thereto properly applicable, the elevator to be constructed under the provisions of the paragraph immediately next preceding, and shall furnish reasonable facilities for receiving, elevating and delivering grain on board cars or otherwise, and shall charge fair and reasonable rates.

"The applicant shall give at all times to the Railroad Company free access to said elevator for the purpose of inspecting and testing the scales and equipment used in loading cars therefrom. * * *

"The applicant shall give the Railway Company access to said elevator for the purpose of watching and inspecting the weighing out and loading of grain therefrom on cars."

It is plain that in view of their supervision and regulation by both the state and the railroad, grain elevators and grain warehouses occupy an entirely different position from that of any other industry in North Dakota, and it is unfair to include return on cost of side track in their rental charges.

Since it was agreed that the larger terminals were not to be considered in this case, sites only in the smaller towns and villages are in question. The Commission indicated to the parties to this controversy that to settle this question upon a scientific basis would involve the making of a valuation of each individual site located on the Great Northern lines. It was clearly not the intention of the parties that the Commission be required to do this. Obviously, this question of value must be given consideration. Earlier in this decision, we have shown what value the Great Northern is relying upon, to which exceptions were taken by the Farmers Grain Dealers Ass'n and others. In this connection, it is interesting to note that the Interstate Commerce Commission, in its final tentative valuation of the Great Northern Railway's property, filed with this Commission in April, 1923, placed an average value of all lands owned and used by the Great Northern in North Dakota at \$83 per acre. This includes all terminals.

Little objection can reasonably be made to a flat rate for industry sites in the smaller towns and villages. It is out of the question to arrive at the actual value of each individual lot. Location as to public highway, conditions of roads or streets leading to it and the elevation of the lot itself, all have a bearing on its value for warehouse purposes.

It is our opinion that increases in rental charges made by the Great Northern Railway Co., and objected to in this case, were unwarranted and not justified by any showing in proceeding; that any rate in excess of 15c per front foot is unreasonable.

Done in Bismarck, N. D., this 29th day of June, 1923.

Written Contract Not Changed by Oral Evidence.

Gund & Peterson bot for delivery in their elevator at Campbell, Neb., several thousand bushels of wheat on a written contract, paying \$5 as consideration to Dolor Roulier, on July 7, 1916, to be delivered before Aug. 30, 1916. The price was 85 cents per bushel. The price of wheat on the Board of Trade jumped more than 50 cents per bushel before the delivery day; and Roulier failed to deliver.

Fred Gund bot suit, but lost in the lower court because Roulier alleged that the contract was not to be valid unless also signed by his brother, Moise Roulier. Plaintiff produced three witnesses who declared Roulier had said several days after the signing of the contract that he had sold 4,000 bus. of wheat to Gund & Peterson at 85 cents.

The Supreme Court of Nebraska reversed the decision of the lower court and held that the parol evidence of Roulier that the contract was also to be signed by another was not admissible. If it was true as alleged by Roulier that the contract was not to be effective until signed by his brother, Roulier should have protected himself by having such clause written into the contract at the time when he himself signed it.—188 N. W. Rep. 185.

Notes Given for Stock in Co-operative Company Nullified by False Representations.

The Equity Co-operative Milling Co. of Montana was organized with \$1,000,000 authorized capital stock. Its officers and agents promised that \$500,000 or more would be subscribed, that a site would be purchased and a flour mill adequate for state purposes would be completed within one year.

On the strength of this promise the Equity Co-operative Ass'n of Roy, Mont., bot stock, giving its note for \$5,000 in payment. The Equity Co-operative Ass'n of Belt, Mont., subscribed for \$5,000 and paid cash. The Equity Co-operative Ass'n of Hobson, Mont., advanced money.

The Equity Co-operative Milling Co. incurred expenses of \$6,100 in organization and promotion and owed \$800 for this. It succeeded in selling only \$36,200 worth of stock, and collected only about \$5,300. The enterprise was wholly abandoned and suit was brot for the appointment of a receiver to wind up its affairs. Separate actions were started by the Equity Co-operative Ass'n of Roy, the Equity Co-operative Ass'n of Two Dot, the Equity Co-operative Ass'n of Haynesford and by the Dutton Co-operative Ass'n, against the Co-operative Milling Co. to have their obligations canceled; but the Equity Co-operative Ass'n of Belt, which had paid cash, intervened.

The district court of Fergus County gave judgment for plaintiffs and denied the intervention. The interveners appealed and the Supreme Court of Montana reversed the decision, granting a new trial, holding that, "The misrepresentation of a fact, known to the party making it to be untrue as to a present or future condition, upon which a person acts to his damage or prejudice, amounts to a fraud in law, where the misrepresentation is naturally calculated or expressly intended to induce one to act thereon. If false or fraudulent representations were held out to the plaintiff as an inducement for the execution of the notes in suit, upon which it acted, and in consequence of which it was imposed upon, or on account of which the notes were executed and delivered, the obligation becomes a nullity."—206 Pac. Rep. 349.

CZECHOSLOVAKIA will require about 15,000,000 bus. wheat, 3,500,000 bus. rye and 5,000,000 bus. corn to be imported this year.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Car Wheat 18603 loaded somewhere in Illinois was dropped at Milford Center, O., July 27, with a hot box and car leaking.—H. P. Clouse, sec'y-treas., the Ohio Grain Co.

C. B. & Q. 99233 was set off at Edwards, Ill., July 21, leaking corn badly. It was billed from Roseville to Peoria. The sill along the side at the bottom had broken and let the side spread out. It was nailed up and taken on July 24.—G. D. Marshall, mgr., Farmers Co-op. Elevator Co.

I. C. 140492 passed thru Bellflower, Ill., July 21, leaking wheat at door. Train was in motion so had no chance to repair or report to crew.—Clarence W. Johnson.

A. T. & S. F. 23966 passed thru Danville, Kan., July 12, leaking wheat at end of car over drawbar.—Smith-McLinden Grain Co., Wichita, Kan.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Recovery of Outlay for Grain Door Lumber.

Grain Dealers Journal: The railroad company will not furnish grain doors for loading cars with wheat.

I saw an article in the Journal some time ago which told the procedure to follow in making claim for lumber used for grain doors. When was this published?—W. K. Dodge, mgr., Fidelity Co-op. Grain Co., Fidelity, Ill.

Ans.: To recover the outlay for lumber provided for grain doors, certain steps must be followed to insure payment of the claim by the railroad. First apply to the Division Supt. as grain doors are considered an operating expense. Read instructions on page 248 of the Journal for Feb. 25, 1923.

Bran Costs More Than Wheat.

Grain Dealers Journal: Far be it from me to stir up an argument but I was just looking over some retail prices and note that bran is selling at \$2 per 100 lbs., while the elevators are paying 80c per bu. for wheat. At that rate 100 lbs. of wheat would not buy 100 lbs. of bran. What is the answer?—Paul Garrison, Galveston, Ind.

Ans.: Bran is quoted around \$27 per ton f. o. b. cars at the mills in 100-lb. bags. Adding freight and handling expense, which includes the tax to maintain the feed inspection of the State of Indiana, brings the cost over \$30 a ton, so that the charge does not seem so exorbitant, especially in view of the scarcity and demand for bran at the present time. By crushing or soaking wheat the farmer can use it to a considerable extent as a substitute for bran.

Liability for Overloading Car?

Grain Dealers Journal: On our order for two cars of 80,000 pounds capacity, the railroad company set in two cars at the elevator, and we loaded one of them without observing that its marked capacity was 60,000 lbs.

Into the first car loaded we put 87,300 lbs. of wheat. It arrived at Gibson, Ind., with the end burst out and leaking badly. We did not know the car was 60,000 lbs. capacity until the leakage was reported. We billed it out at 87,300 lbs. We would like to know if the railroad company is responsible for the loss of grain.—Hess Bros., Muncie, Ill.

Ans.: Central Freight Ass'n Tariff No. 245-A in Sec. 4, Note D, provides:

When cars are overloaded by shippers, carriers may transfer the lading, for which transfer a charge of 1 cent a bushel will be assessed, in addition to any switching charges which may be necessary in accomplishing the transfer. In applying this note a car is to be considered overloaded only when the actual net weight of the shipment is 1,000 lbs. in excess of the marked capacity of the car used.

Billing out the car at 87,300 was notice to the railroad company that the car was overloaded. Therefore the shipper can not be held for the damage to the car due to the railroad company's failure to exercise its privilege of transferring the contents.

The railroad company is liable for the loss of grain in transit if the loss was not due to the overload. The shipper should recover his loss on the theory that the end of the car broke out thru inherent defect or thru rough handling in transit. If the railroad agent and the train crew in good faith believed that the car was able to carry the overload and did not handle it roughly the carrier is not liable for acceptance. The bare fact that the car contained 87,300 lbs. is not conclusive as to the liability of the shipper or the railroad company; but the claim agent of the railroad company, of course, will make the most of the overloading to deny liability.

Unfortunately the shipper did not call the attention of the agent or the freight conductor to

the overload to show their acceptance of the car in its overloaded condition.

Shipper should put in claim for the loss, but start no suit unless he can furnish proof that the loss was not due to the overloading.

Time Limit of Claim?

Grain Dealers Journal: We would like to have some information regarding a loss and damage claim we have against a southern railway, for loss on a shipment from a point in North Carolina to Wooster, shipment made June 21, 1918, over five years ago and during federal control.

Our original claim was filed with Southern Railroad Nov. 8, 1918. We hold their acknowledgment of same giving claim number. About three years later or July 22, 1921, we received a letter from the claim agent stating that original papers had been lost and asking for duplicates, which we secured and forwarded.

We heard nothing more from the claim and just recently asked for settlement and are now in receipt of a letter from claim agent claiming that two years have elapsed since he asked us for duplicate papers (and claiming he never received the duplicates for which he asked us) and stating that the claim is now barred by statute of limitations.

What is our standing in this matter and what recourse we might have against the government, provided it is impossible to collect from the carrier.

The set of duplicates we mailed in 1921, evidently must have miscarried, but we hold original acknowledgment of receipt of claim.—Tyler Grain Co., Wooster, O.

Ans.: The Transportation Act, approved Feb. 28, 1920, in Sec. 206, (a) provides: Actions at law, suits in equity and proceedings in admiralty, based on causes of action arising out of the possession, use or operation by the Pres. of the railroad * * * within the periods of limitation now prescribed by state or federal statutes, but not later than two years from the passage of this act may be brot in any court which but for federal control may have had jurisdiction of the cause of action.

From the foregoing it will be seen that the time limit for suit expired Feb. 28, 1922.

Had it not been for this law shipper's claim would still be good under Sec. 20 of the Interstate Commerce Act extending the limit to two years from the time that the carrier declined the claim in writing. This claim was acknowledged but never declined. Shipper has no recourse.

Government's Authority Over Shippers Invoices?

Grain Dealers Journal: I note that the Sec'y of the United States Department of Agriculture has issued an order requiring us shippers in the country to stamp on our memorandum of sales to non-inspection points the words "This grain not inspected by licensed inspector; grade subject to dispute under U. S. Grain Standards Act."

To me this seems a gross imposition. When I invoice grain to apply on a contract for No. 3 I am giving the buyer something better than the inspector's certificate. I ought not, therefore, be required to put anything on my documents or invoices casting any reflection on my integrity as a seller of grain.

When I sell grain as No. 3 I have to deliver No. 3 and make good out of my own pocket the discount on lower grades. If I sold an inspection certificate the buyer would have no recourse against me. He could only curse the inspector licensed by the federal government. To show that our country un-inspected sales are better than the terminal market federal inspection certificates I have only to mention that many buyers give a preference to our "country run" oats; and millers speak contemptuously of "elevator" wheat put out of a terminal mixing house under the certificate of the federal licensed inspector. Such wheat is no better than it has to be; while I have shipped to apply on a No. 3 contract many cars of wheat that was almost good enough for No. 2.

Where does the Secretary of the United States Department of Agriculture get his au-

thority to interfere with our business correspondence? Why does he make this ruling?—Shipper.

Ans.: The Department of Agriculture is wrongly accused of trying to mix into and injuriously regulate the business letters of grain dealers. The Sec'y did not make this ruling on his own initiative. This new regulation came about at the request of certain terminal market dealers who felt the competition of track buyers at interior points. These terminal market dealers represented to the officials of the Department of Agriculture that track buyers were routing grain from one non-inspection station to another and defrauding the buyers at eastern points. It is alleged they would pay a No. 3 price for grain and invoice the carload to the buyers at No. 2. If the buyer accepted the grain as such well and good, but he would not be getting as good a quality as the official No. 2 out of a terminal market, the terminal market dealers alleged.

The right of the Sec'y to make such a regulation rests on Sec. 4 of the Grain Standards Act.

Northwest Grain Dealers' Meeting.

The annual meeting of the Northwest Grain Dealers' Ass'n was held in the Board Room of the Grain Exchange at Winnipeg, Man., Aug. 7.

Directors elected were: M. A. Smith, R. G. Beatie, C. E. Hayles, E. D. Cameron, A. C. Reid, R. Moore, H. J. Quinn, J. Thordson and W. A. Hastings.

These directors will hold a meeting to elect officers of the ass'n to serve for 1923-24.

Pres. Stream Opposes Farm Buro Storage Plan.

The plan of the American Farm Buro Federation to store wheat on farms until prices advance is unsound, impractical, and incapable of permanent benefit to farmers, said John J. Stream, pres. of the Chicago Board of Trade, Aug. 9.

"Keeping wheat off the market never has changed and never will change the supply and demand status. It will simply add to the confusion resulting from agitation and the ridiculous public pronouncements of ill-advised politicians.

"If the wheat is held till next year," he added, "it will have to compete with a new crop, and only a world disaster in production could bring success to the farm buro plan."

Senators Capper, Magnus Johnson, and Shipstead were attacked by Mr. Stream as reformers starting at the wrong end of the economic tangle.

FIRST PRIZE for the best decorated vehicle in a parade at Alvin, Ill., was won by Mrs. Geo. L. Merritt, wife of Geo. L. Merritt, grain dealer at Alvin. Mrs. Merritt used her husband's automobile and decorated it to represent a young ladies' Sunday school class.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Shippers Neglect to Seal Cars.

Grain Dealers Journal: County grain shippers evidently are not very careful in applying seals to cars. We have been able to enter several cars for inspection purposes without breaking the original seals.

Some shippers apparently do not know which side of a grain door is the "outside." Bulged grain doors and possibly loss of some of the grain loaded into the car, is the result. The cleated side should be "in."—W. L. Frank, Chief Inspector, Sherman, Tex.

Commission's Report on Chicago Board.

Incidental to its report on grain exporters in response to a Senate resolution the Federal Trade Commission on July 30 gave out a summary of its findings on speculation, from which the following is taken:

The report contains a detailed analysis of the speculative transactions of a representative group of large speculators and grain merchants. The Commission secured the daily trades in wheat futures on the Chicago Board of Trade of twelve such speculators and nine such hedgers for the period July 15, 1920, to May 31, 1922. A number of these traders, moreover, gave detailed testimony concerning their operations.

Supply and Demand, not Speculation, make the Price.—The Commission concludes that the extensive decline in prices of the contract grade of wheat at Chicago from an average of about \$2.85 per bushel on July 17, 1920, to a fraction over \$1.00 per bushel on September 14, 1922, was due mainly to other factors, including supply and demand, rather than to speculation or manipulation. Speculators and hedgers are especially able to run up prices during the delivery month and, when this occurs, after their future interests are closed out, prices inevitably fall. In general, however, it appears that, altho the frequent and temporary fluctuations in grain prices may be attributed largely to speculation, the relatively infrequent, but long-time fluctuations, may be attributed almost entirely to other causes including actual supply and demand conditions.

Speculators Held Wheat on Way Down.—The heavy decline in grain prices from July to December, 1920, occurred in a period of comparatively light futures trading in which some of the largest speculators were on the "long" side (i. e., anticipating a price advance) until about October, but thereafter generally on the "short" side (i. e., anticipating a price decline).

On the other hand, the advance of about 60 cents per bushel in May, 1921, wheat futures was due to a so-called "natural corner," caused largely by a New York exporter standing for delivery on his future hedging contracts of about 2,000,000 bushels of wheat, which was more than could be delivered in Chicago before the close of the month.

The large increase of about 40 cents per bushel in May, 1922, wheat futures during January and February, 1922, resulted chiefly from a wave of speculative buying.

In both of the last-mentioned cases, after the exceptional conditions were removed, wheat prices declined suddenly and extensively, probably to a point lower than they would otherwise have reached, had it not been for these special conditions.

The car delivery rule, which permits delivery of grain on futures contracts in cars on track, instead of in regular elevators, is used only in emergencies, on a vote of the Board of Directors of the Chicago Board of Trade and it has been invoked only twice since its adoption in 1918. Its operation is intended to affect, and naturally results in, an increase in the deliverable supply, and consequently in a decline in price. Moreover, demurrage charges and the difficulty of insuring or borrowing money on grain delivered on track are additional price weakening influences which force prices to a lower level than would be the case if delivery were made in regular elevators. In May, 1922, especially the invoking of the car delivery rule helped to break prices lower than would have otherwise been the case. Most of the wheat delivered on track in May, 1922, was delivered by the Armour Grain Co. and the J. Rosenbaum Grain Co.

The May, 1921, wheat squeeze mentioned above indicates also that a hedger, under certain conditions, may cause an abnormal price movement of the market quite as extensive as that of a speculator, and that there are less violent price fluctuations on the Chicago Board of Trade when it is used purely as a speculative institution than when used as a market for obtaining cash wheat, because if so used a squeeze or corner may occur. In other words, to avoid artificial prices in futures practically all future contracts must be closed out other than by the delivery of the actual grain because, if delivery is demanded even in a relatively small proportion of futures transactions, prices may skyrocket towards the end of the delivery period, and then fall precipitately after its close.

It will be noted that, in the last two cases mentioned, prices were run up by artificial conditions in the spring of the year, when the farmers had little or no wheat to sell, while the resultant slump in prices came at a time when the new crop was moving, and the farmers were beginning to sell large quantities of wheat. It is easier, of course, to run up prices in the May option than in the September option, when the new crop affords an abundant supply of grain.

While the evidence is clear that speculation

during this period resulted in various instances, in producing artificial price changes in the wheat futures market, the speculators, whose trades were obtained, pursued quite diverse buying and selling policies, altho their net position taken as a group indicates that they were usually on the profitable side in different turns of the market.

Speculation in corn futures seems not to have had such an extensive influence on corn prices as speculation in wheat futures had on wheat prices. The only striking case of any undue influence of futures trading on corn prices appears in the September, 1920, option, when the prices increased from \$1.22 per bushel on September 25th to \$1.28 on September 30th, as the result of a large long interest. Then on October 1st, after this long interest had been closed out, cash corn at Chicago fell about 25 cents per bushel, as compared with September 30th.

"Majority of Futures Traders are Gamblers."—Various definitions have been proposed for the purpose of distinguishing between the speculator and the gambler, such as the taking of an inherent pre-existing risk of the cash grain market as compared with the creation of a new and unnecessary hazard, or the application to the futures market of trained ability and professional skill as compared with ignorant plunging or following tips, or the legal distinction with respect to the existence of a bona fide intention to carry out the contract by delivery or receiving of the actual grain. No matter by which of these definitions the question is determined the great majority of futures traders are gamblers, but it is questionable whether any of these definitions is capable of practical administrative application in distinguishing the speculator from the gambler.

In view of the fact that futures prices have a substantial influence on cash prices (and this is insisted on by most of the proponents of futures trading) and the fact that artificial price conditions so often prevail in the futures market, it seems clear that, if this trading is permitted to continue, the Federal Government should regulate it, in order to prevent abuses.

The Commission recommended that the Board of Trade make public the total daily sales of futures of each grain and the volume of open trades; that grain in other cities be made deliverable on Chicago contracts; and that the government or state build elevators to enable the grain dealer who has no elevator to compete with elevator owners.

These recommendations are being studied by a special committee appointed by the president of the Board of Trade.

Concrete Elevator at Collyer, Kan.

The Hays Mill & Elevator Co., of Hays City, Kan., has had a concrete elevator erected at Collyer, Kan., which is shown in the engraving herewith, for the accumulation of good milling wheat.

The house is 30 ft. square and 96 feet high and the 9 bins have a capacity of 40,000 bus. The cupola and driveway are of frame, covered with galvanized iron. The two outer rows of bins are 9 ft. 9 ins. wide, the corner ones 10 ft. 1 in. long and the intermediate bins 9 ft. 10 ins. In the middle row the bins are each 10 ft. 6 ins. long by 7 ft. 3 ins., 7 and 7 ft. What would have been a bin space of 10 ft. 6 ins. by 8 ft. 9 ins. at the end of this row being taken up by the single elevator leg having 8x5 V-buckets. The leg is driven by an electric motor.

The equipment includes a 6-bu. Richardson Automatic Scale, 10-ton Fairbanks Auto Truck Scale, Hall Grain Distributor, and wagon dump. A manlift gives easy access to the cupola. This house was erected by the Burrell Engineering & Construction Co. It is operated under the name, Wheatland Elevators.

WHEN South Africa's grain elevator system is completed, a new set of grain grading regulations will go into effect. The new grades have been adopted by the Department of Agriculture.

TO RAISE the price of wheat to \$1.25 W. E. Gould, a banker of Kewanee, Ill., proposes that the government buy 100,000,000 bus. of wheat and ship it out of the country, ignoring the rights of other citizens to government aid. The hog raisers ought to be helped. The dairy farmers are not getting enough for their milk. The coal dealers ought to be bonused for the drop of \$1 a ton this summer in the price of coal. City white collar workers who have had their rents doubled by the landlords are of course entitled to aid from the government. The Kewanee banker's suggestion is as ridiculous as it would be ineffective.



The 4,000-bu. Wheatland Elevator at Collyer, Kan.

Why Concrete Elevators Fail

The cracks which appear in the tanks of the Oklahoma City Mill & Elevator Co., illustrated herewith, are generally accepted as a trying puzzle. Some builders place the blame on Oklahoma's bountiful supply of alkali water; others blame the dirty, red sand, the wrong mixture and the lack of sufficient reinforcing. While theorizing may help to discover the cause of concrete failures, carefully conducted experiments alone will convince the doubters of what causes reinforced concrete grain storehouses to crack, crumble and disintegrate.

No doubt, some of the failures have been due directly to lack of vigilant and intelligent supervision. Many construction gangs have proved time and again that more destructive work can be done in one hour without intelligent supervision than most gangs can overcome in a day with intelligent supervision. The weakness of the average workman for straying from the regular routine has resulted in many ridiculous blunders that have cost a small fortune to correct. Some of these blunders have not been discovered until the bins burst out, while others were never discovered even tho the bins all fell in a heap. The pocket bins of two different nests of cylindrical bins failed because the lateral reinforcing of these bins was not anchored to the reinforcing of the cylindrical bins. The correction of this defect has resulted in the restoration of the pocket bins to permanent usefulness.

Recently a Pueblo wheat elevator, consisting of eight cylindrical reinforced concrete tanks, developed two cracks down opposite sides of each tank. Investigation led to the conclusion that the lateral reinforcing bars did not overlap sufficient to hold, so the concrete was cut away and the ends were bolted together with heavy U-bolts. Fresh concrete was poured in to fill the openings, so now the tanks are larger and stronger than ever. If grain dealers are to continue to use reinforced concrete for constructing grain storehouses, then it is of much importance to them and the contractors that the causes of these failures be determined so the errors will not be repeated. The convictions of some builders follow:

Probable Cause of Shrinkage Cracks.

Memphis, Tenn.—We have never had any complaints of "Shrinkage Cracks" and have erected a number of tanks for the storage of grain, cotton seed, etc.

Before expressing our opinion in this particular case, it would be necessary to have complete information as to extent and nature of the cracks, method of construction, and steel design, since trouble of this kind should be caused by improper engineering work and faulty construction, improper methods in mixing and pouring the concrete, where care was not used in making the proper joints, and improper mixtures of concrete, either too dry or mixed too long before placing would, no doubt, cause cracks.

In our opinion, a properly designed and constructed tank would not develop the so-called "Shrinkage Cracks."—Kaucher, Hodges & Co.

Three Reasons for Shrinkage Cracks.

St. Louis, Mo.—In the writer's opinion it matters not what you call the shrinkage crack. It is a crack and a serious defect in a large number of reinforced concrete elevators being built throughout this country.

There are three main reasons for this, the first and most serious is that there is not enough steel put into the concrete to take care of the expansion and contraction. It is not only necessary to put bars in for strength, but we also put in what is termed temperature bars. These temperature bars are being used largely in concrete road work, not for the purpose of strength so much, as to keep the body from cracking.

The second reason is, the concrete is made too liquid by using too much water, and water put in concrete must leave it sooner or later, and when too much water is used it leaves the

concrete in a honey comb condition, thereby causing what they call shrinkage cracks.

The third reason is that when concrete is deposited in the forms it is not properly spaded or tamped into a compact condition. If this is not well done, the body of the concrete is honey-combed and what they call shrinkage cracks easily appear.

One of the great troubles in building reinforced concrete structures is that the contractors usually are their own architects of the work they contracted for, and in a great many cases the efficiency of the structure is sacrificed in order to get in lower prices than their competitors. If plans and specifications were made and passed on before the contract was let, and then all bidders forced to comply with the plans and specifications laid down and an inspector put on the job to see that the contractors carry out those conditions, there would be better elevators built in this country, and those shrinkage cracks would not appear. A well-designed and well-built elevator should not show any shrinkage cracks that would in any way impair its usefulness.—R. C. Stone Engineering Co.

Good Reasons for Walls Cracking.

Springfield, Mo.—We have been building reinforced concrete grain storage tanks for about ten years and we do not know of any instance in which ordinary temperature cracks in the walls have resulted in the penetration of moisture from the outside. We are of the opinion that in cases where the walls crack sufficiently to admit of moisture penetrating the wall that there is some good reason for it, such as improperly graded aggregates, improper steel reinforcing or improper construction of draw forms and careless jacking of same. We are of the opinion that in cases where there is trouble such as you describe it is due to the fact that work was done by in-

experienced workmen and is just one more result of this class of work being done by sidewalk and silo builders.—Southwestern Engineering Co.

Heat Causes Weather Cracks in Southern Tanks.

Indianapolis, Ind.—We have never heard of concrete tanks cracking and leaking in this part of the country, where they were built with slip forms.

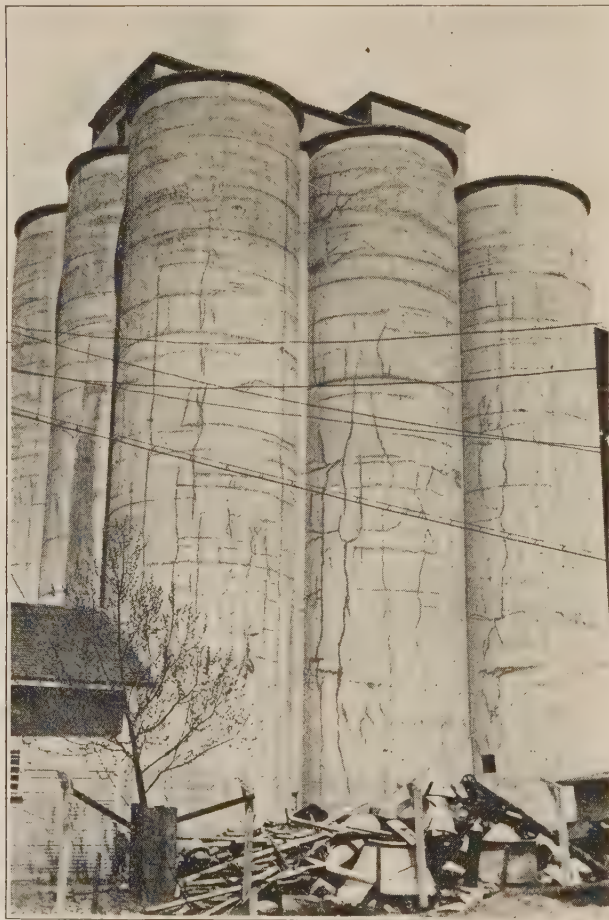
In the southern states where it gets very hot you are liable to have these weather cracks caused by the outside of the outer walls drying faster than the inside of the outer walls. This can be overcome by keeping the outside of the outer walls protected from the sun by wet canvases.—Reliance Construction Co., by C. E. Flora.

Should Waterproof Concrete.

Detroit, Mich.—Grain elevators represent a very difficult exposure to atmospheric conditions. If grain dealers could be educated to the fact that when building a concrete elevator they should integrally waterproof the concrete in such elevator, they would avoid much of the cracking, straining and especially mildewing of the interior thru the penetration of dampness that they afterwards have to contend with.—H. C. Doering, The Truscon Laboratories.

Grain Tanks Badly Cracked.

Winnipeg, Man.—Reinforced concrete grain storage tanks seem to be very successful in this country and very extensively used. We have never noticed any very serious cracks, with one exception. In this city the Canada Malting Company has some tanks that seem to be badly cracked, but with applications of a tar preparation they have been able to keep the tanks in good shape and in continuous use. Some engineers claim they are shrinkage cracks, others blame it on improper placing of the reinforcing. However, the cracks run both horizontal and vertical, but we do not



Cracks Running in All Directions Developed in the Reinforced Concrete Tanks of Oklahoma City Mill & Elevator Co. After Five Years' Usage.

Agricultural Difficulties

[From address by Bert H. Lang before National Hay Ass'n at West Baden, Ind.]

feel capable to give any technical information in regard to same—Carter-Halls-Aldinger Co.

Causes of Shrinkage Cracks in Concrete.

Sioux City, Ia.—The cracks in the walls of concrete bins are no doubt due to the poor judgment shown by owners in letting contracts for construction to the cheapest bidder without regard to the reputation or responsibility of the contractor. The cheap price and the sidewalk layer combine to give the owner poor material and a poor mix. I have observed work under construction where the mixture was one to eight, and very small material at that, containing no gravel or so little that it would have made a good plastering mixture, but not concrete. The reinforcing steel is looked upon by some alleged builders as a waste of money. They use little of it, and some use nothing but the jack bars for vertical supports. Naturally temperature cracks will appear.—J. F. Younglove.

Cracks in Concrete Due to Loamy Sand.

Hutchinson, Kan.—One of the worst cases of shrinkage cracks that I examined was in Oklahoma where the common sand is red and loamy. This sand will answer for foundation work and for such work as is in the ground. If the foreman on this job had known his business he would have put more cement in the mixture than the specifications called for, to overcome the loam. All men slighted the requirements of work done during the war. In the course of time the loam that is in the sand will die out and cause shrinkage, leading to fine cracks that make the concrete porous, letting the water in during the rainy season.

If the concrete contains too much water it will shrink while setting; and in very dry and hot weather the concrete will set before all the shrinkage is out. The fine cracks resulting can not be seen when first finished but will show later and get worse from year to year, and finally will permit some moisture to be in and reach the reinforcing steel. This rust will expand the steel and make the cracks worse. Another cause of cracks is that forms, not properly built, when raised will lift the yet green concrete just enough to put in a small crack. Also these cracks are concealed when the finishing crew follows up and floats the walls they will show up later. When work is figured too close and too cheap the contractor may not wilfully slight the work, but he jacks up the foreman to get the work done and to keep the payroll down, and the foreman slights the job.—W. H. Wenholtz Construction Co.

Cracks Caused by Improper Curing of Cement.

Montreal, Que.—In Canada concrete has been used exclusively for the construction of large circular grain elevators which have been designed by engineers.

We are inclined to believe that cracks that develop in circular grain bins are results of improper design or concrete not of the standard quality and improper curing. Shrinkage cracks might also have been taken for tension cracks. However, if the cracks have developed before the tanks have been loaded to full capacity they are due to improper curing alone. A surface of that thickness exposed to the action of drying winds should be covered with tarpaulins and kept wet for at least a week after completion of the work and during construction.

These cracks can be repaired as follows: First, the surface is scrubbed with a wire brush or better still a sand blast, after which it is wetted thoroly and then two or three coats of a cement grout is applied as a white-wash, putting each coat before the preceding one has set. Should a spot turn of light color or white it should be washed before applying the grout. We do not believe good results could be obtained if the application is made on a very hot windy day. The grout should be mixed to the consistency of thick cream in a half bag quantity at a time. It is necessary to stir it well.—Canada Cement Co., Ltd.

The complaint against the toll of the middle man, after 30 years' experience as a grain dealer, I say emphatically so far as hay, grain, and grain products are concerned, is absolutely unjust. Considering capital invested and the risk assumed, the profits are not only not excessive, but are wholly inadequate. The constant stream of stragglers on the wayside and the ever changing roster of dealers bear mute, but undisputable evidence that the word profiteering is wholly out of place in connection with the handlers of grain and hay. No, Gentlemen, the farmer is being misled in this direction, but it is up to you and me to give him every opportunity to try out any safe and sane method which appeals to him as offering a betterment of his marketing situation. His main effort along this line is taking form in the co-operative movement over wide areas of the entire country, and just a word along that line may not be amiss.

There are two distinct types of co-operatives: One, that having provided facilities for large storage of the products of its members, proceeds to borrow sufficient money from banking institutions with which to make the first advance to the growers and to provide capital for overhead expense during the period of marketing. Having done this, it proceeds with what it considers an orderly sale of the products, the sole object being to prevent the glut that otherwise would follow the harvest or gathering period. This style of co-operative is functioning in the citrus fruit growing districts of the Pacific coast, and in the cotton and tobacco country, with fairly satisfying results.

Those who have closely observed the working of these organizations seem to reach the conclusion that in crops which do not come into keen competition with the surplus of other countries, and where the volume of production is not unwieldy, there is a very fair chance for continued successful operation, always assuming, of course, that the management is kept on a high plane and that a holding policy is not substituted for one of orderly marketing. One essential they must all reckon with eventually is the necessity of capital. Only through this means will they be able to establish and maintain credit in sufficient volume to make prompt and satisfying distribution to their members. Allegiance to the ass'n rests very largely on the manner in which payments of sale proceeds are made. Then, too, the danger of overproduction thru an unjustified price level in commodities susceptible of arbitrary price fixing is warned against. The raisin growers of California have just passed thru such an experience making a \$2,500,000 public subscription necessary in order to save the situation. They had gotten the price of raisins so high that production overtopped the demand.

The other form of co-operative has done little more than parallel old and long established methods of marketing, and no signal success seems to have crowned its activities to date. I, personally, am not sold on the idea that one hundred men, functioning thru a board of directors and a manager, can or will handle grain at a country station with less overhead and with more economy, than the individual who takes in grain from the farmer's wagons from daylight until dark and then comes back after supper to write up his books and records. If this one man had no competitors within hauling distance, he might be disposed to nip off a cent or two in the price now and then, but with competition as close as it is, he more often takes a wagon load of No. 3 wheat at his No. 2 price, to keep the farmer from going to the neighboring buyer, than he applies a rightful dockage for dirt and foreign mixture.

At the terminals the charge for handling is an open book. Commission rates are fixed by rule and are not in keeping with the investment, the risk, and the service of the commission merchant. Mighty few commission men ever arrive at the point of retirement; therefore, if co-operative marketing in grain is simply to be an attempt to handle grain at country stations and at the terminals more economically and more efficiently than it has been handled by men who have spent their lives in the business, I fear the result will ultimately be disappointing. I do not think it is ever going to be possible for the grain grower to follow the co-operative marketing plan of the more circumscribed crop raiser. The operation would be too unwieldy for human ingenuity to comprehend. The human mind is just not big enough to build a national marketing machine strong enough to stand the strain of its own weight.

In the last analysis, the real complaint of the farmer is based not on the price he gets for his product, but on its relationship to the price he is forced to pay for farm labor and for those things which he must buy; implements, fertilizer, building material, food and clothing, and the hundred and one necessities needed for his comfort and the successful prosecution of his work.

Higher living costs are seized upon by labor as a perfectly legitimate reason for an increased wage. When this is granted, up goes the price of the product of labor, and this again sets labor in action. What is the ultimate result of this situation? Is it to be economic disability and death, or is there a remedy that will successfully combat the disease? Some mighty clear thinkers believe that a lifting of immigration restrictions would effect the cure. The Chamber of Commerce of the United States went on record at its recent annual meeting in New York as favoring an increase to five per cent, as against the present three per cent quota, declaring, however, in favor of the increase being put on a selective basis. Others point to the large unemployment that existed less than two years ago and take the view that industry is over-expanded at the moment and that the labor supply will correct itself thru a natural industrial reaction, and are therefore opposed to an increased immigration plan. I share the thought of those who believe that our present labor supply is already adequate, if we will but eliminate the waste in labor energy now employed in non-essential work. To do this there must be more standardization and less specialization.

Our whim is our extravagance. We like to call it individualism, but it is nothing in the world but false pride. If then, real progress along this line could be accomplished, the worker in non-essentials would be released to the essentials, just as he was in the war period. Here we are met, though, with the rejoinder that essential employment demand would not be sufficient to absorb this released labor at the present price level of labor. This is unquestionably true, and to my mind, if this industrial readjustment is to be brought about, if the farmer's relative position is to be improved, it must come thru a reduction in the price of labor. Labor, if it is sincere, will not object to this if its cost of living is simultaneously reduced. Labor will understand that prosperity, to be lasting, must be universal. It well knows that the full dinner pail cannot continue indefinitely if the farmer's buying power remains curtailed as it is today. Labor also knows that this country, if it is to be permanently prosperous, must put itself in a position successfully to meet foreign competition in the world's markets, and realizing all this, will not object to a lower wage scale

[Concluded on page 184.]

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Yuma, Colo., Aug. 3.—Our wheat crop on July 10th promised a bumper yield. When black rust came along it reduced the prospects at least 50%.—L. M. Millen.

IDAHO.

Nampa, Idaho, July 27.—Wheat harvest will start in about two weeks with prospects for a fair crop.—Nampa Elevator.

ILLINOIS.

Walnut, Ill., July 31.—Threshing of wheat is general.—Walnut Grain Co.

Edwards, Ill., July 25.—Threshing has commenced here and grain is of generally good quality but not high yield. Wheat runs from 12 to 20 bus. per acre.—G. D. Marshall, mgr., Farmers Co-op. Elevator Co.

Springfield, Ill., Aug. 8.—It was a rather warm week, with local showers ranging from light to heavy. The drought has been entirely relieved in the majority of areas. Corn is firing in a few places but the rains have been of great benefit. Crop is making good progress where there has been ample moisture. It is earing in northern counties. Wind squalls of the 4th blew down considerable corn. Threshing operations have been delayed by rain in some areas.—Clarence J. Root, meteorologist.

Springfield, Ill., July 30.—The past two weeks have been generally favorable for haying, harvesting and threshing operations but unfavorably hot and dry for grain. Some relief has been afforded by recent local showers but good rains are needed in most sections to maintain crop conditions. Chinch bugs have cut the yield of wheat and oats to some extent and are now a menace to the corn crop. Corn reports for the state have been quite optimistic until the latter part of the month when heat and drought brought deterioration in some areas. Much of the crop is beginning to shoot and yield will soon be lessened in those sections where the drought continues. Recent rains have, however, brought relief in some sections. Chinch bugs are quite plentiful and are a menace to the crop unless retarded by climatic conditions. Growth of the crop varies considerably through many southern and eastern counties, but the unevenness in other parts of the state is less noticeable due to favorable growth through much of July. Wheat and rye harvest is completed with threshing well under way in the central area and beginning elsewhere. Yields vary from good in the lower west central, or heavy acreage area, to fair elsewhere. Chinch bugs have reduced the yield in many central sections. Quality is reported fair to good. Oats harvest is mostly completed in central and southern areas and well under way in the north. Little threshing has yet been done. Hot weather and chinch bugs have cut the yield some but prospects are for a fair outturn with quality mostly good. Haying is nearing completion with yield varying from poor in the north, fair in the central and good in much of the southern area. The effects of drought are beginning to be noticed on new clover.—A. J. Surratt, agricultural statistician.

INDIANA.

Warsaw, Ind., Aug. 6.—Threshing is progressing slowly due to delays by rain. Some of the wheat is so wet it is refused at elevators.—W. W. Pearson.

Galveston, Ind., July 26.—Yield of wheat is very good, up from 27 bus. per acre to one field at 47 bus. Oats is looking fine and will be a heavy yield. Some tested 28½ lbs. to the bu.—Paul Garrison.

Indianapolis, Ind., Aug. 4.—Temperatures the past two weeks averaged about normal. Showers were general and moisture needs are fairly well cared for. Corn is practically all tasseled and looking excellent in most places, altho there is still evident the wide spread in planting dates. Some little damage was done by wind and rain during the period but it is confined to a few localities. There is a little firing on thin and sandy soils. Threshing is nearly

completed in the southern half of the state. Some farmers are now feeding wheat in place of corn with evidence that this practice will become general if present low prices continue. Oats and barley harvests are completed and a little threshing has been done in southern counties. Generally good yields are expected.—Geo. C. Bryant, agricultural statistician.

IOWA.

Vinton, Ia., July 31.—Yield of small grain is average. Weight is good. Threshing is progressing rapidly. It is too dry for corn; have had light rains only.—J. K. Spike.

KANSAS.

Penalosa, Kan., Aug. 4.—Wheat is averaging 8 bus. per acre.—Farmers Grain Co.

Bird City, Kan., July 27.—Rust has damaged our wheat about 25%.—Roy Bacon, agt., J. B. Mitchell Grain Co.

Scott City, Kan., July 26.—No threshing done here yet, but will start first of next week.—C. E. Sutton, mgr., Salina Produce Co.

Ford, Kan., Aug. 6.—We had a most destructive hail storm June 29. It was about 10 miles in width and 300 miles long and mowed a complete swath of destruction to all small grain.—Ford Co-op. Exchange.

Topeka, Kan., Aug. 3.—It is now conceded that the wheat crop of Kansas has been greatly over-estimated and further estimates of those who have canvassed the situation show that the yield shown by threshing returns is much less than that expected before harvest. The four northwest counties, Cheyenne, Sherman, Thomas and Rawlins, had a prospect on the acreage standing July 1 of three-quarters of a crop. Reports received indicate an average yield of not to exceed 7½ bus. per acre of low test, poor quality wheat. Our opinion is that the state has not produced more than 80,000,000 bus. and when threshing returns are tabulated, it may fall below that amount.—E. J. Smiley, sec'y, Kansas Grain Dealers Ass'n.

MINNESOTA.

Parkers Prairie, Minn., July 26.—Crops are not very good. They are light and short in the straw. Some rye and barley has been threshed and it is not yielding very good. It is not good quality. All grains are about half a crop. Corn is looking good.—L. G. Abraham, mgr., Farmers Equity Elevator Co.

NEBRASKA.

Superior, Neb., July 30.—Nebraska wheat threshing returns are very disappointing. Prices and poor yield will cause a reduction of from 25 to 100% in next year's acreage and many farmers will quit raising wheat altogether as they see it cannot pay.—Elliott & Myers.

NEW MEXICO.

Springer, N. M., July 24.—Do not expect to have any grain this year on account of drought.—Floersheim Merc. Co.

NORTH DAKOTA.

Hannaford, N. D., Aug. 6.—Harvesting is about completed. Threshing will be general about the 15th.—G. Knauss, mgr., Farmers Elevator Co.

SOUTH DAKOTA.

Gallup, S. D., Aug. 4.—Threshing will commence in full by Aug. 6.—H. C. Wald, Farmers Elevator Co.

TEXAS.

Spearman, Tex.—We have a good crop of wheat testing from 55 to 60 pounds, with some as high as 63 pounds. Weather has been fine for harvesting. We have also a fair crop of barley and oats, kafir and milo, but need rain badly. The last few days have given scattering showers, but not enough.—W. L. Matthews.

Chicago, Ill., Aug. 2.—The Texas Panhandle had good rains over most of the district. Wheat

harvest is general with light yield and some black rust east of Amarillo. Oats are averaging 20 to 30 bus.; barley 15 to 30. Corn looks fairly well but needs rain. Milo, kafir and other forage crops are in fine condition. In west central Texas rains have improved crop prospects. Corn crop will be cut short unless good rains are received soon. In eastern central and northern central sections, wheat threshing and oats threshing completed with wheat averaging 18 bus. and oats 50 bus. of good quality. Corn in very satisfactory condition, but needs rain. Southwestern Texas corn crop made and is satisfactory. Good general rains fell past few days. South Texas weather has been favorable to growing crops, but west section needs rain. Corn is in good condition.—S. H. Johnson, v.-p., C. R. I. & P. R. R.

Regional Crop Reports.

Chicago, Ill., Aug. 2.—Condition of corn is 82.5, or a decline of 2.6 points during July, with a crop indication of 2,920,000,000 bus. As a result of heat and drought there was a sharp crop loss in Texas and Oklahoma, and a moderate decline appears in Tennessee and Kentucky. Thru the great grain belt, from Ohio to Nebraska, the crop continues in good promise, but there has been a decided deficiency in July rainfall and complaints are beginning to come from important sections. A general and generous rainfall is needed to maintain the present prospect. Preliminary threshing returns for winter wheat show an average of 14.6 bus. per acre, indicating a total crop of 578,000,000 bus. Marked disappointment is shown in Kansas and Nebraska, particularly in the west where a visitation of black rust before harvest heavily reduced both yield and quality. East of the Missouri river, particularly in the soft wheat territory, the yields are rather above expectation. Spring wheat condition is 69.9 with an indicated crop of 223,000,000 bus. This emphasizes the serious losses in Minnesota and the Dakotas from heat, drought and black rust. Over large areas the crop is frequently hardly worth cutting, and the final outturn may easily fall below present indications. On the other hand the North Pacific coast has a crop of heavy yield and fine quality. Apparently the maximum of wheat expectation is now about 801,000,000 bus., against an indication of 828,000,000 bus. a month ago. Condition of oats is shown at 79.4, a decline of 5 points, with crop indications of 1,285,000,000 bus.—Snow—Bartlett Frazier Crop Report.

Chicago, Ill., Aug. 4.—In Illinois practically all the oats is cut and most of it is good. Winter wheat is generally good, altho the acreage is not large. Corn is looking good to very good, much of it in the silking stage, but rain is needed in the northerly part of the state. Corn has made rapid progress and promises a very large crop unless something unforeseen happens. In Indiana oats are from light to fair, some good. Wheat 75% to good, acreage small, quality good. Corn is a little late but looks good to very good. It is beginning to need rain. Ohio oats are fair, most of it is cut. Wheat from fair to good. Corn very promising, much of it looks above average. Michigan oats run from fair to poor. Wheat from poor to fair, just being threshed. Rye is fair to medium. Corn is good to very good. Wisconsin oats are a little thin on the ground but of good quality. Wheat is fair to good and rye is fair. Corn is from good to excellent, but needs rain in parts of the state. Iowa oats are all cut and in the shock. Straw is short, but some yields of 50 bus. per acre are reported. Wheat is good; corn suffered somewhat by drought, some fields fired. There is much good corn, but it needs rain. Missouri wheat is of good quality,

ONCE we thought work was a curse; then it came to us that it was a necessary evil, and yesterday the truth dawned upon us that it is a blessed privilege.—*Elbert Hubbard.*

yield figures very spotted, some being average, others less than fair. Oats is from average to good, and corn is fair to good, needs rain badly. Kansas wheat very variable from very poor to fair, some damaged by rust. Western part of the state reports thousands of acres will not be cut. Yield ranges from 8 to 20 bus. per acre. Corn is looking good, broom corn good, with small acreage. Kafir corn is good. Nebraska oats acreage is small, yield good. Wheat has suffered considerably from rust, very spotted, ranging from good to very good. Corn is fair to excellent. Minnesota oats are from fair to good, some straw short. Wheat suffered considerably from rust and hot winds, ranges from poor to fair. Rye is generally light, as regards stand, yield very good. Corn generally good to very good, but some sections need rain. North Dakota oats are good, wheat one-half crop to fair. Flax is good. Corn looks better than usual. South Dakota oats from light to fair. Wheat is some parts good, while other localities have black rust damage: 50% is cut. Corn is good. The southeastern part of the state needs rain badly for corn. Corn is growing rapidly the last few weeks.—F. Baackes, vice-pres., American Steel & Wire Co.

Chicago, Ill., Aug. 3.—The wheat situation in the United States is not nearly as hopeless as it has been pictured. A careful balancing of Government figures indicates for the crop year July 1, 1922, to July 1, 1923, a domestic disappearance of 616,000,000 bu. of wheat which includes wheat used for food, seed and animal feed, or 5.6 bu. per capita for 110,000,000 people. We carried over in all positions July 1, 1923, about 100,000,000 bu. or approximately 60 days' supply for the United States alone. Assuming approximately the same carryover from year to year, our Mr. Cromwell estimates the crop of milling wheat east of Rocky Mountains at 619,000,000 bu. against 680,000,000 bu. in 1922; required for domestic consumption east of Rocky Mountains, including food, seed, and animal feed, at last year's rate of 5.6 bu. per capita (103,500,000 population) 580,000,000 bus. leaving surplus for export east of Rocky Mountains exclusive of durum, of 39,000,000 bu. This territory east of the mountains is producing a crop of milling wheat 61,000,000 bus. less than last year. Our regular flour trade with the West Indies, Central America and South America will normally absorb such exportable surplus of milling wheat as has been produced this year east of the Rocky Mountains. Any material exports of milling wheat from the territory east of the mountains will bring about an acute adjustment of supplies of milling wheat and seriously reduce a normal carryover at the end of the crop year. Low prices for wheat now obtaining in the territory east of the Rocky Mountains are likely to result in a material reduction of the acreage devoted to winter wheat. It is not unreasonable to suppose that this reduction may be something between 20% and 25% of the total winter wheat acreage. The amount of wheat which will be fed to animals in excess of amount so fed last year will more than offset the decreased amount needed to seed this smaller acreage. We believe that a general recognition of the situation relating to milling wheat in the United States east of the Rocky Mountains would bring such a public support of the market as to justify a material advance, and believe that purchases of wheat and flour are advisable during the next 30 or 60 days during which period the heavy movement from the new crop is exerting its depressing influence. Assuming a normal carryover, the United States east of the Rocky Mountains is now practically on a domestic basis.—Lamson Bros. & Co.

Chicago, Ill., Aug. 3.—The oats crop in the United States made little change during the month. It forecasts a yield of 32 bus. per acre, or 1,306,000,000 bus. Spring wheat conditions declined sharply in the important states of Minnesota, North and South Dakota, but were maintained in Montana and the Pacific Northwest. The reduction is due to black rust and hot, dry weather forcing the ripening of the grain. The estimated production is 215,000,000 bus. Harvest reports of rye indicate an acreage yield of 12.4 bus. and a total of 64,752,000 bus. Corn crop made a relative gain during July. Reports are highest in the northern part of the belt and lowest in the south. Present conditions forecast a yield per acre of 32 bus.—Nat C. Murray, Clement, Curtis & Co.

Minneapolis, Minn., Aug. 8.—Most of the wheat and other small grains have been harvested in the Northwest, with the exception of districts in Montana and northern North Dakota. Threshing has started in Minnesota and

South Dakota and some new grain has moved to market. The returns show a considerable range in yields. In southern Minnesota there have been a number of very good reports showing wheat running as high as 28 bu. to the acre. This, however, is an exception as others are as low as 5 bu. In Montana, South Dakota, northern Minnesota and northern North Dakota all crops are spotted. The major portion of the small grain except in Montana has probably been reduced 50% by rust and hot weather. The first samples of new wheat indicate a crop of light weight wheat, but better in milling qualities than last year. The small grain will probably move slower than usual, as farmers are not anxious to sell at present. Most of them are stacking and will thresh later in order to eliminate extra help. The crops of barley and oats on the average are quite good, especially in the southern part of the territory. In the North they are only fair in places. Having suffered from the extreme heat they will show reductions in yield from the early estimates. There have been a number of good rains recently thruout the Northwest which have benefited the corn. Generally the condition of this crop is very satisfactory. In places, however, the heat and dry weather have damaged it and some is being cut for fodder. In the North, corn is considerably above the average for that territory and will be a great help to farmers for feeding purposes. Some flax has been cut in southern Minnesota and South Dakota and is now being marketed. The quality is good and some of the early yields show around 10 bu. per acre, altho occasional fields have been better. The recent rains have helped the late flax, which in the northern part of the territory, will probably not mature until Sept. 1st. There is some complaint of weedy fields, but the flax crop as a whole has developed remarkably well under very trying conditions.—By W. G. Hudson, The Van Dusen Harrington Co.

Government Crop Report.

Washington, D. C., Aug. 7.—The crop reporting board of the United States Department of Agriculture makes the following forecasts and estimates from reports of its correspondents:

Condition— Aug. 1, 1922.	Yield per acre, 1923.	*Production, bushels.	
		1922.	1922.
Aug. 1, 1922.	1923.	Aug. 1, 1922.	Dec. 1, 1922.
Winter wheat.....	14.3	568	586
Spring wheat.....	12.2	225	276
All wheat.....	13.6	793	862
Corn.....	84.0	2,982	2,891
Oats.....	81.9	1,316	1,201
Barley.....	82.6	202	186
Rye.....	12.4	64.8	95.5
Buckwheat.....	82.7	17.5	13.5
Flaxseed.....	84.7	8.3	19.1
Rice.....	84.8	37.2	32.9

*Millions of bus.

WINTER WHEAT.

State.	Total production in thousands of bushels.		Yield per acre, bus.	
	1922. (Dec. est.)	1923.	Ten- year av.	1923.
New York.....	8,678	8,383	21.1	20.2
Pennsylvania.....	25,234	24,106	17.7	18.5
Maryland.....	9,537	10,472	16.0	19.5
Virginia.....	10,375	11,313	12.6	13.5
Ohio.....	35,224	44,674	17.0	19.5
Indiana.....	29,754	34,452	15.8	16.5
Illinois.....	53,025	58,032	17.4	18.0
Michigan.....	14,196	16,456	17.1	17.0
Iowa.....	15,847	13,946	20.3	19.0
Missouri.....	38,750	39,988	13.7	13.0
Nebraska.....	57,159	27,772	16.2	10.5
Kansas.....	122,737	79,596	13.8	9.0
Kentucky.....	7,475	7,688	11.8	12.4
Texas.....	9,992	16,370	12.6	10.5
Oklahoma.....	31,350	37,367	12.6	11.0
Montana.....	6,369	6,239	17.0	17.0
Colorado.....	16,406	15,326	18.1	14.5
Idaho.....	8,658	10,611	23.0	27.0
Washington.....	23,244	37,341	24.2	27.0
Oregon.....	16,880	21,325	21.4	25.0
California.....	15,308	16,456	16.4	22.0

United States 586,204 568,386 15.4 14.3

SPRING WHEAT.

State.	Condi- tion	Production comparisons.*		1923 pro- duction.* Aug. 1.
	Aug. 1, 1923. Pct.	Five year average, 1917-21.	1922. (Dec. est.)	
Minn. . .	66	41,511	25,345	18,481
N. D. . .	56	77,088	123,234	65,024
S. D. . .	60	36,954	38,188	25,226
Mont. . .	79	17,948	39,881	47,152
Idaho . .	93	15,536	15,617	18,046
Wash. . .	96	16,673	9,200	20,861

U. S. ... 69.6 244,943 275,887 224,990

The acreage of 20 crops totals 349,651,000; compared with 347,713,000 in 1922.

BARLEY.

Wis. ...	82	16,969	14,220	13,346
Minn. ...	82	26,416	24,062	22,780
Iowa ...	87	8,322	4,260	4,241
N. Dak. ...	88	21,818	25,704	23,600
S. Dak. ...	82	26,454	21,896	24,026
Neb. ...	87	5,844	4,356	9,379
Kan. ...	75	11,965	19,332	23,355
Colo. ...	92	4,379	3,534	5,526
Idaho ...	97	3,636	2,890	3,471
Wash. ...	100	3,190	1,813	3,256
Ore. ...	98	3,116	2,160	3,122
Calif. ...	97	31,714	36,864	36,293

U. S. ... 82.6 191,974 186,118 202,032

CORN.

Pa.	82	68,237	69,212	61,315
Va.	80	51,585	53,312	45,806
N. C.	85	54,801	50,520	50,457
Ga.	70	68,034	52,620	49,416
Ohio	92	155,303	149,097	170,745
Ind.	88	181,607	176,305	192,713
Ill.	85	338,259	313,074	334,884
Mich.	90	55,919	60,716	62,213
Wis.	90	76,481	98,300	93,441
Minn.	92	120,568	131,307	165,587
Iowa	90	416,419	455,535	412,909
Mo.	85	186,377	175,275	195,718
S. D.	93	105,608	110,038	131,855
Neb.	87	204,002	182,400	220,399
Kans.	80	91,129	98,391	126,641
Ky.	85	94,542	88,060	90,356
Tenn.	77	89,033	75,440	71,575
Ala.	76	61,827	50,932	48,108
Miss.	66	57,601	51,065	37,646
Tex.	65	118,192	114,580	85,468
Okla.	55	54,990	57,600	50,688

U. S. ... 84.0 2,931,271 2,890,712 2,981,752

OATS.

N. Y.	78	37,010	31,770	30,766
Pa.	71	41,274	41,242	32,079
Ohio	79	60,907	39,744	53,510
Ind.	80	69,747	28,770	54,975
Ill.	85	171,843	110,010	148,917
Mich.	79	49,380	49,434	48,043
Wis.	81	92,015	101,558	92,135
Minn.	84	118,369	142,746	139,861
Iowa	88	217,244	208,791	202,595
Mo.	80	50,189	17,872	35,261
N. D.	68	49,103	78,804	56,257
S. D.	88	68,663	74,400	80,784
Neb.	89	78,938	56,106	86,345
Kans.	71	53,967	28,386	34,187
Texas	78	40,769	33,465	51,250
Okla.	60	39,547	30,000	24,030
Mont.	84	12,806	19,200	22,877

U. S. ... 81.9 1,377,903 1,201,436 1,315,853

*In thousands of bushels—i. e., 000 omitted. The amount of oats remaining on farms Aug. 1, is estimated at 5.8% of last year's crop, or about 70,082,000 bus.; compared with 74,513,000 bus. on Aug. 1, 1922, and 87,646,000 bus. the average of stock on Aug. 1 for the five years 1917-1921.

Program of Michigan Ass'n.

The 22d annual convention of the Michigan Hay & Grain Ass'n will be held at the Hotel Bancroft, Saginaw, Mich., Aug. 21.

The first session will be called to order at 10 a. m. by Pres. A. L. Reidel, and Chas. W. Haensel, sec'y of the Saginaw Chamber of Commerce will welcome the dealers. Response for the ass'n will be made by Frank L. Young, Lansing. A. L. Reidel will read the board of directors' report and appoint the auditing, nominating, and resolutions com'ites. "Some Things You Can Do to Prevent Fire Losses" will be the subject of H. E. Wilson, Lansing, Michigan Millers Fire Ins. Co.

First on the afternoon program will be F. E. Watkins, pres. Grain Dealers National Ass'n, on "Problems of the Grain Dealers."

"Should Hay Be Purchased Loose in the Mow or After Baled" will be discussed by Howard Jeffords, Port Huron. Dealers will be permitted to discuss this question following the address.

C. R. Aldrich, Spencer, O., pres. Northern Ohio Hay Shippers Ass'n will explain the "Value of Local and State Organizations."

Frank Diamond, St. Johns, will open the discussion of "Cost of Handling Grain by the Country Elevator Operator." Dealers present will discuss this matter from their own standpoint. "Hay Conditions" will be the subject of J. Vining Taylor, Winchester, Ind., sec'y National Hay Ass'n.

The Saginaw Chamber of Commerce will entertain the dealers at a banquet at 7 p. m. "One of the Nation's Problems" will be the subject of an address by Dr. W. D. Spencer, Hillsdale, Mich.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Winnipeg, Man., Aug. 7.—The first car of new wheat was received and inspected today. It graded No. 1 Northern and weighed 64 pounds to the bu. The first car was received on Aug. 10 last year.

Green Valley, Ill., Aug. 1.—Farmers are storing their wheat, for we have not handled over 25 per cent of the crop, against 80 per cent last year during the threshing time.—U. N. Hieronymus, mgr., Farmers Grain & Coal Co.

Galveston, Ind., July 26.—Wheat is just starting to come to elevators. It looks fine and tests well. Most of it is running No. 2.—Paul Garrison.

Vinton, Ia., July 31.—Farmers are holding the new crop for higher prices.—J. K. Spike.

Penalosa, Kan., Aug. 4.—Good movement of grain from the farm.—Farmers Grain Co.

Topeka, Kan., Aug. 3.—A poll taken at each of sixteen group meetings in different parts of the state showed that not to exceed 20% of the crop would be delivered by farmers from thresher at prevailing prices. Sec'y of Agriculture Mohler states that fully three-quarters of the wheat crop is threshed. If this is correct, there is no question that all farmers are storing a large part of their crop, and are marketing enough only for current expenses. Bankers do not show any intention of forcing payment of past due or coming due paper at this time.—E. J. Smiley, sec'y, Kansas Grain Dealers Ass'n.

Texas City, Tex., July 25.—Grain exported thru this port from July 1, 1922, to June 30, 1923, amounted to 2,351,057 bus., compared with 8,926,910 bus. the corresponding period the year before. 11,902,376 bus. two years previous, and 1,136,428 bus. three years previous.

Oats Movement in July.

Receipts and shipments of oats at the various markets during July, compared with July, 1922, were as follows:

	Receipts—		Shipments—	
	1923	1922	1923	1922
Baltimore	68,379	143,849	49,312	291,009
Buffalo, cars.	442	309		
Chicago	6,244,000	6,276,000	3,564,000	5,482,000
Cincinnati	222,000	228,000	152,000	136,000
Duluth	281,742	435,229	352,157	504,328
Indianapolis	496,000	806,000	382,000	423,000
Kansas City	333,200	448,800	226,500	235,500
Milwaukee	1,775,225	1,576,115	1,186,524	1,181,512
Minneapolis	1,553,550	1,557,600	2,848,800	2,571,210
Montreal	1,457,223	2,719,808	2,273,998	2,641,527
New York	666,000		110,000	
New Orleans			28,970	45,415
Omaha	976,000	1,344,000	1,644,000	1,246,000
Peoria	1,148,275	1,313,500	1,150,750	1,169,100
San Francisco, tons	1,218	1,127		
St. Joseph	54,000	62,000	10,000	26,000
St. Louis	2,452,000	2,588,000	2,272,430	1,877,930
Wichita	19,500	3,000	18,000	2,000
Winnipeg	2,634,000			

Barley Movement in July.

Receipts and shipments of barley at the various markets during July, compared with July, 1922, were as follows:

	Receipts—		Shipments—	
	1923	1922	1923	1922
Baltimore		68,449	37,468	119,600
Buffalo, cars.	16	20		
Chicago	401,000	529,000	133,000	163,000
Cincinnati	1,300	9,100		
Duluth	140,059	278,289	248,633	504,328
Kansas City	60,000	64,500	39,000	86,100
Milwaukee	510,740	636,740	107,760	383,202
Minneapolis	789,390	637,950	907,640	902,190
Montreal	969,963	882,731	1,103,516	882,524
New York	606,200		751,000	
Omaha	27,200	36,800	9,600	25,600
Peoria	35,000	28,000	19,600	14,000
St. Joseph	7,000	7,000		
St. Louis	65,600	65,600	12,450	31,290
San Francisco, tons	29,940	50,767		
Winnipeg	849,600			

Agricultural Difficulties.

[Continued from page 181.]

when assured of a living cost in keeping with that reduced wage.

The immediate problem is the price of wheat. We have, temporarily at least, a large surplus, and we must find a place for it. Congress has already provided ample credit facilities for carrying this grain where the farmer wishes to carry it, but a large portion of it must find an early market.

A practicable and workable first aid relief lies, in my judgment, within the power of the honorable sec'y of agriculture. Let him say to the grain trade of this country that for a given period, for example, until July 1, 1924, he will not apply the authority vested in him thru the Futures Trading Act in restricting the volume of trading. Let him assure the trade that in recognition of the necessity for a larger buying power in the grain markets at the present time he will not attempt, in the least, to restrict this trade, either by official decree or thru the calling for information on individual transactions, and the American speculator who now believes that wheat is below a fair and equitable value will immediately come into the market in a volume that will absorb these daily hedges, that are now exercising such a depressing effect. Such action, in my judgment, would tend to strengthen the confidence of the American flour buyer and without question it would have a most wholesome effect of the foreign buying mind. My critic may reply that there is no restriction or restraint on trading at the present time, and my reply is that he is technically correct, but there is a natural restraint that comes thru fear of a definite ruling, temporarily held in abeyance.

What the trade wants is concrete assurance that it will not be interfered with in its investment in a trading commodity which it feels is now selling at a price out of line with everything else in the commodity world. Such plan, in my judgment, would take care of the situation until the farmer could arrive with heavier artillery in the shape of a reduced acreage sown to winter wheat this fall. I of-

Rye Movement in July.

Receipts and shipments of rye at the various markets during July, compared with July, 1922, were as follows:

	Receipts—		Shipments—	
	1923	1922	1923	1922
Baltimore	81,687	980,384	382,432	878,714
Buffalo, cars.	9	5		
Chicago	63,000	353,000	108,000	53,000
Cincinnati	3,600	10,800		
Duluth	867,740	466,789	3,605,670	541,750
Indianapolis	11,000	164,000	13,000	25,400
Kansas City	25,300	9,900	56,100	9,900
Milwaukee	51,225	96,220	37,750	135,670
Minneapolis	347,050	592,780	122,780	289,910
Montreal	1,623,484	240,551	749,526	1,241,174
New York	1,608,500		1,799,500	
New Orleans			126,428	
Omaha	30,800	25,200	63,000	32,200
Peoria	8,400	7,200	2,400	7,200
St. Louis	23,526	48,400	16,070	23,340
Wichita	1,200	1,200	1,200	1,200
Winnipeg	452,250			

Wheat Movement in July.

Receipts and shipments of wheat at the various markets during July, compared with July, 1922, were as follows:

	Receipts—		Shipments—	
	1923	1922	1923	1922
Baltimore	1,319,556	3,227,858	424,058	2,206,764
Buffalo, cars.	318	325		
Chicago	8,559,000	8,810,000	2,055,000	5,001,000
Cincinnati	777,600	764,000	270,000	391,200
Duluth	3,092,430	2,310,947	5,210,175	3,019,087
Galveston			1,262,000	1,399,417
Indianapolis	1,165,000	1,410,000	610,600	300,000
Kansas City	9,008,550	11,372,400	3,348,000	6,381,450
Milwaukee	320,105	134,400	165,841	169,200
Minneapolis	4,976,290	6,003,380	3,019,600	2,587,560
Montreal	9,469,501	10,472,734	11,094,712	10,057,814
New York	3,328,900		2,833,000	
New Orleans			1,013,977	2,452,005
Omaha	1,621,600	3,628,800	96,740	1,871,800
Peoria	275,000	1,077,750	206,400	570,300
St. Joseph	1,240,400	1,646,400	385,000	401,900
St. Louis	5,773,272	5,149,844	2,876,650	2,813,160
San Francisco, tons	5,051	5,148		
Wichita	5,235,600	3,264,000	2,750,000	1,720,000
Winnipeg	6,522,120			

fer it with a definite statement that I have no board of trade interests or affiliations, and haven't a dollar invested in grain or its products.

But what is to be the final answer as to the whole question of price relationship? Thus it appears to me, First; a greater study of production with the thought of curtailing those products that find the keenest competition in the world's markets.

Second; In some way, whether by league or court, lend a hand toward bringing real peace and stability to war ridden Europe. We are the big brother in truth and we dally with fate when we deny the relationship, and court disaster when we shirk the responsibility that goes with it.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Aug. 21. Michigan Hay & Grain Ass'n, Saginaw, Mich.

Aug. 23, 24. New York Hay & Grain Dealers Ass'n at Syracuse, N. Y.

Oct. 1, 2 and 3. Grain Dealers National Ass'n, at Des Moines, Iowa.

HUNGARY's wheat crop is estimated at 60,737,000 bus. this year, or 6,000,000 bus. in excess of last year. Favorable weather conditions have increased the probable production of all cereals over that of last year.

WHEAT, at 95 cents or less per bushel, allowing 10 cents per hundred pounds for grinding, is a more economical feed for pigs than corn at 90 cents per bushel, reports W. L. Robinson of the Ohio Experiment Station. Experiments show ground wheat to be worth approximately five per cent more than an equal weight of corn. The value of coarsely ground or rolled wheat is 16 to 22 per cent greater than whole wheat for feeding purposes. When too finely ground it has a tendency to form a sticky mass in the mouth unless fed as thin slop. Soaked whole wheat is of slightly greater value than dry whole wheat. Wheat should be supplemented with a small amount of skim milk, fish meal or tankage.

EXPERIMENTS on the production of acetone, alcohol, and acids from oat and peanut hulls were described by E. B. Fred, W. H. Peterson and J. A. Anderson in *Industrial and Engineering Chemistry*. It was found that the yield of reducing sugars, calculated as glucose, averaged 26.5 per cent from oat hulls, and 7.6 per cent from peanut hulls. The sugars from both were almost completely fermented by *B. acetothyllicum*, yielding about the same proportions of acetone, alcohol, and acids as in the case of corncobs. On the basis of 100 lbs. of oat hulls, about 3.9 lbs. of acetone, 7.2 lbs. of ethyl alcohol, and 1.4 lbs. of volatile acids were obtained. Corresponding figures for peanut hulls would be decidedly lower on account of the smaller percentage of reducing sugars.

Corn Movement in July.

Receipts and shipments of corn at the various markets during July, compared with July, 1922, were as follows:

	Receipts—		Shipments—	
	1923	1922	1923	1922
Baltimore	37,331	1,983,668	222,990	2,244,521
Buffalo, cars	393	388		
Chicago	6,465,000	12,098,000	3,455,000	11,755,000
Cincinnati	362,400	300,000	192,000	225,000
Duluth	142,415	1,690,006	127,932	2,029,062
Indianapolis	1,345,000	1,028,000	920,000	638,000
Kansas City	1,141,250	1,051,250	278,750	1,216,550
Milwaukee	1,513,735	1,377,675	855,169	1,280,383
Minneapolis	442,130	806,490	500,630	2,060,020
Montreal	20,485	4,616,904	382,350	4,374,569
New York	283,200		67,000	
New Orleans			204,420	677,384
Omaha	1,442,000	2,118,200	1,621,200	2,328,200
Peoria	1,482,600	1,116,100	1,069,850	986,550
St. Joseph	787,500	874,500	636,000	859,500
St. Louis	2,616,057	3,324,400	1,795,710	2,317,860
San Francisco, tons	1,106	1,043		
Wichita	275,000	80,400	250,000	1,700,000

Federal Commission's Report on Exporters.

The Federal Trade Commission on July 30 made public Volume II. of its report on the methods and operations of grain exporters, from which the following has been summarized by the Commission:

Our report gives detailed evidence of the efforts of certain large export grain merchants in the Kansas City territory and in the Pacific northwest to agree upon the prices bid for wheat, and calls attention to the present unsatisfactory method of grading grain which has given rise to complaints on the part of foreign buyers in which it has been alleged that certain shipments of wheat were "littered with foreign substances," injured by "the invasion of weevils and worms" and contained an excessive mixture of rye which "equaled 26 per cent" of a portion of one cargo.

Complaints received from England in which it was alleged that wheat grown in the United States was mixed with Canadian wheat shipped in bond thru this country and exported on Canadian certificates of inspection were carefully

inquired into but no evidence was found that there was any deliberate admixture of Canadian and American wheat, but owing to the public criticism evoked by these complaints, which were apparently inspired by persons interested in diverting the export of Canadian grain from American to Canadian ports, the Commission suggested the advisability of closer federal supervision of Canadian grain exported in bond in order to forestall future complaints and thus to promote American export trade and to safeguard its reputation.

Competitive Conditions.—An examination of the correspondence files of the more important grain experts, fobbers (i. e., merchants who sell free on board vessel at seaports) and elevator operators showed that in the sale of grain for export there was keen competition, but that in the purchase of wheat from the farmer and country elevator by exporters and fobbers there were two distinct price agreements in existence in 1921, one covering the purchase of wheat for export through the Gulf of Mexico ports, and the other that for export from the Pacific northwest.

The gulf price agreement included certain grain exporters and fobbers at Kansas City, New Orleans and Galveston. During the sum-

mer of 1921, there was an agreement among these grain dealers to quote uniform bids for the purchase of wheat in the country for export thru Galveston and New Orleans. The uniform bids were arranged in Kansas City each afternoon and wired to a participant at New Orleans, who in turn wired them to Galveston. The agreement on bids seems to have originated late in June, 1921, and was abandoned in August, 1921, due to the repeated non-conformance, by some of the participants to its terms. The following concerns were active participants in the Gulf agreements: Armour Grain Co., Kansas City; J. Rosenbaum Grain Co., Kansas City; Norris Grain Co., Kansas City; Simonds-Shields-Lonsdale Grain Co., Kansas City; Hall-Baker Grain Co., Kansas City; Barnes-Piazza Co., Kansas City; C. B. Fox Co., New Orleans; and E. F. Newing, Galveston.

The cause of the abandonment of the agreement was the necessity of some participants at times of procuring wheat to fill short cash wheat sales. Under such conditions higher bids were frequently made to get the wheat for shipment by a certain time to fill export sales.

Most of the foregoing grain merchants and some others apparently entered into an agreement regarding discounts on the purchase prices of the different grades of wheat. The Commission found indications that J. T. Fahey & Co., a large Baltimore exporter, also participated in this latter agreement and it had planned to examine his correspondence but access to this company's records was requested and refused. As stated in Volume I of this report, the Commission attempted to enforce the statutory grant of power to compel the Baltimore concerns to grant access to their records, but was prevented by negative judicial decision regarding its power in this respect.

A number of grain dealers and millers of the Pacific northwest also had an agreement on the purchase of wheat in the country during the summer and fall of 1921. The latest information obtained covering December, 1921, showed that this agreement was still in effect.

The severe decline in the prices of export grain in 1920 and the very low prices in 1921 were chiefly due to various adverse factors in the general situation of the world market, such as large crops at home and abroad, general business depression, unfavorable exchange rates and limited purchasing power and credit in foreign markets.

The expenses of marketing grain, were much higher in 1920 than for pre-war years, particularly for transportation and country marketing facilities. When grain prices declined these expenses necessarily became much more burdensome.

A large proportion of the grain elevator capacity used in the export trade is controlled by large grain merchants. Four of these merchants controlled about 22 per cent of the total capacity, and 21 merchants controlled 43 per cent thereof.

The evidence in this inquiry supports that previously obtained with regard to the inadequacy of public elevator capacity and the necessity of lower storage rates to afford the grain producer and merchant necessary marketing facilities and to prevent price manipulation.

EFFECTIVE Sept. 1, the importation of seed or paddy rice will be prohibited from all countries except Mexico. Mexican rice will be admitted under supervision. The quarantine is aimed only at unmilled or unhusked rice intended for seed purposes and which has shown tendencies to carry a wide range of fungous diseases. Mexican rice is believed to be free from diseases which occur in other countries.

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for September delivery at the following markets for the past two weeks have been as follows:

SEPTEMBER WHEAT.														
	July 25.	July 26.	July 27.	July 28.	July 30.	July 31.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	98½	97¼	97¼	95¾	96¾	96½	98¼	97%	....	96¾	96¾	97¼	98¼	99¼
Kansas City	92¾	92¼	91¼	89%	90¾	91%	92¾	91¾	....	91¾	91½	91¾	93¼	95
St. Louis	96¾	95¼	95¾	93¾	94¾	95¼	96¾	95¾	....	95	95¾	95¾	96¾	98¾
Minneapolis	106¼	106¼	107¼	104¾	106¾	106¾	107¾	106½	....	106½	106	106½	108¼	109¾
Duluth (durum)	92¾	92	92¼	90%	92	92¼	92¾	93¾	....	92¾	93	93	94¼	95
Winnipeg (Oct.)	97¼	95¾	96¼	94¾	96¾	95¼	96¾	95¾	95¾	95½	....	95½	95¾	96¾
Milwaukee	98½	97¼	97¼	95¾	96¾	96¾	98½	97¾	....	96¾	96¾	97¾	98½	99¾
SEPTEMBER CORN.														
	July 25.	July 26.	July 27.	July 28.	July 30.	July 31.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	77¾	77½	77½	77½	75½	75¾	77¼	77	....	76¾	76½	76½	76¾	76¾
Kansas City	73¾	73¾	73	73	71¾	72	73¾	77	....	72¾	72¾	72¾	72	72¾
St. Louis	78¾	78¾	78¾	77½	76¾	76¾	77¾	77¾	....	77½	76¾	77½	77¼	77¾
Milwaukee	77¾	77½	77¾	77¼	75½	75¾	77¼	77	....	76¾	76¾	76½	76¾	76¾
SEPTEMBER OATS.														
	July 25.	July 26.	July 27.	July 28.	July 30.	July 31.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	35½	34½	35¼	34¾	34¾	34¾	35½	35½	....	35½	35	35	35½	35¾
Kansas City	34½	34½	34½	34¾	34¾	34¾	34¾	35½	....	35½	35½	35½	35	35¼
St. Louis	....	....	....	....	....	35	35¼	....	....	....	....	....	35	35¼
Minneapolis	32	31¾	31¾	31¼	31¾	31¾	31¾	31¾	....	31½	31¾	31¼	31½	31¾
Winnipeg (Oct.)	40	39½	39½	39	39	39	40	39½	40	39¾	....	39¾	39¾	40¾
Milwaukee	35½	35¾	35¾	34¾	34¾	34¾	35½	35½	....	35½	35	35	35	35¾
SEPTEMBER RYE.														
	July 25.	July 26.	July 27.	July 28.	July 30.	July 31.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.
Chicago	66	65¼	65¼	64	64¼	63¼	64½	63¾	....	63¾	63¾	63¾	64	64½
Minneapolis	61½	61¾	61¾	60½	60½	59½	60½	59½	....	59	58¼	58¾	58¾	59½
Duluth	63¼	62¾	63¼	62¼	62¾	61¾	62¼	61¾	....	61	60¾	61	61	62
Winnipeg (Oct.)	66¾	65¾	65¾	64	64½	62¾	64¾	63¾	63¾	63	....	63¾	63¼	64¾
SEPTEMBER BARLEY.														
	July 25.	July 26.	July 27.	July 28.	July 30.	July 31.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.
Minneapolis	49	49	49¼	49½	49½	49	49¾	49¼	....	49¾	49¾	50	50¼	51¾
Winnipeg (Oct.)	51½	50½	51	50¾	51	50½	51½	50¾	51½	51½	....	51½	51½	51¾

Court Action Against Warehouse Bill.

Oklahoma's warehouse bill, providing \$1-250,000 to be loaned to organizations of farmers for the building of warehouses, has aroused the wrath of one farmer, John Vette, of Major County, who, thru H. O. Glasser, Enid, has filed an injunction suit to nullify the appropriation. Vette is named as plaintiff.

Glasser's contention is that the appropriation is in the nature of a subsidy to private individuals in their ordinary money-making occupations, and as such, is not a public purpose within the meaning of constitutional phraseology which says that taxes shall be levied only for public purposes.

Two attorneys general and special counsel for the Oklahoma wheat growers' and cotton growers' ass'n upheld the bill by declaring that Vette, as a taxpayer, is not entitled to bring suit, but that such suit must be brot by a state official.

Arguments have been closed and the questions at issue are now before William H. Zwick, district judge, for his decision.

Feedstuffs

SPOKANE, WASH.—Dr. R. P. Fournier is new manager of the Cereal Products Co.

BRIDGETON, N. J.—The feed mill of Isaac Serata & Sons burned July 23. Damage amounted to \$75,000, partly insured.

PHILADELPHIA, PA.—The Union Cereal Co. incorporated with a capital stock of \$1,500,000 to deal in grain and cereals.

CHICAGO, ILL.—The Quaker Oats Co. has registered the word "Maz-Ail" as trade-mark No. 173,982, descriptive of stock feeds.

GENOA, ILL.—W. G. Puls, formerly mgr. of the Farmers Co-op. Elevator Co. at Belvidere, is the new proprietor of the Genoa feed mill.

SALAMANCA, N. Y.—The plant of the Salamanca Milling Co. burned in the fire that nearly destroyed the entire town. Entire loss was \$1,000,000.

PINE BLUFF, ARK.—The Whyte Commission Co. has let contract to Kaucher, Hodges & Co. for the erection of a small mixed feed plant and office building.

KANSAS CITY, MO.—Nic Schmidt, formerly manager of the Products Grain Co. at Centralia, Mo., is now manager of the Farm Club Mill & Feed Co. here.

GERMAN grain importers have made contracts to purchase 12,795,000 bus. of rye from Russia for the coming year. Part payment will be made in goods.

SHEBOYGAN, WIS.—Fred Engelhard, in the feed business for 27 years, sold his building, and as soon as his stock can be disposed of will retire from business.

CHATTANOOGA, TENN.—The Hood Feed Co. is installing a bulk grain elevator, automatic scales, grain cleaners, corn meal mill and dairy feed mill at a cost of \$8,000.

THE California Farm Buro Elevator Corp. has filed suits against farmers to recover on promissory notes. The amounts involved are \$2,000, \$300, \$500 and \$500.

GLOUCESTER, N. J.—The plant of the Gloucester Grain, Dairy & Feed Co. burned July 25 with a loss of \$40,000. The company is a subsidiary of Sitley & Son, Camden.

WAPATO, WASH.—H. B. Logan will manage the Reservation Feed Mill during the next year. W. L. Crowell, former operator, will vacation for a year in his automobile.

SIKESTON, MO.—The Scott County Milling Co. installed a large oat crimping machine at the Gristo Feed Mill. The crimped oats will be used in the manufacture of feeds.

COLUMBIA, MO.—Contract has been let to the Monolith Builders, Inc., for a \$25,000 addition to the plant of the Broadway Milling Co. The work will be finished Oct. 1.

GREENWOOD, IND.—The Hoosier Mineral Feed Co. has been incorporated with a capital stock of \$10,000. The company will manufacture stock feeds. Directors are Milton E. Scandrett, C. D. Scandrett, Earl E. Clore and A. M. Clore.

Exports of Feedstuffs.

Exports of feedstuffs during June, compared with June, 1922, and for the twelve months ending with June, were reported by the Bureau of Foreign and Domestic Commerce as follows:

	June 1923	June 1922	12 mos. ending June 1923	12 mos. ending June 1922
Bran and middlings, tons.	193	1,772	3,001	14,176
Cocunut cake, lbs.	1,568,710	465,710	3,859,514	14,724,521
Corn cake, lbs.			686,306	3,595,681
Cottonseed meal, lbs.	1,534,300	1,067,130	111,805,810	117,463,957
Linseed meal, lbs.	4,721,733	337,675	38,057,227	14,661,467
Linseed cake, lbs.	57,026,818	23,346,901	536,555,258	469,397,376
Millfeed, tons	656	1,319	33,616	21,552

THE ILLINOIS-Wisconsin Millers & Feed Dealers Ass'n will hold its annual convention at Delavan, Wis., Sept. 4. On the program for addresses are Paul Mehl and John M. Kelley.

APPLETON, WIS.—William Comerford, in the feed business for 38 years as a member of the firm of Comerford & Clark, is disposing of his interest in the business preparatory to retiring.

PEORIA, ILL.—The Commercial Solvents Co. of Terre Haute, Ind., has been granted a permit to erect a plant here costing \$165,000. The company manufactures products used in paints and varnishes.

BUFFALO, N. Y.—The Broadway Milling Co. has been incorporated with a capital of \$50,000. The company will do a feed and grain business and later will operate its own mill and manufacture feeds.

EAST MOLINE, ILL.—The Independent Feed & Fuel Co. certified to a dissolution of the company and surrendered its charter. The company was incorporated in July, 1921, with John H. Siefken as pres.

KANSAS CITY, KAN.—The Southard Feed & Milling Co. which recently took over the adjoining plant of the Weston Hay & Grain Co. will install machinery for the manufacture of dairy, poultry and dry feeds.

DAVENPORT, IA.—A fire on the fifth floor of the mill of the Purity Oats Co. threatened to destroy the building July 21. Prompt action by the watchman in calling the fire department saved the mill. Loss was \$250.

LOS ANGELES, CAL.—The California Milling Corp. was recently organized with a capital stock of \$1,000,000 by Vialt Bros. of Phoenix, Ariz. A re-inforced concrete elevator will be built on a three-acre site and plans include a 5-story flour mill, steel warehouse and office.

WATERTOWN, WIS.—A hot journal box on the water wheel of the feed mill of the Yeager Milling Co. started a fire which completely destroyed the plant. The loss is estimated at \$50,000, partly insured. Machinery, a carload of oats and five carloads of flour were burned beyond salvage.—B.

EUGENE, ORE.—The Farmers Union feed mill is being increased in capacity so it will be able to grind two-thirds more feed than formerly. New spouts, conveyors and other conveyors are being installed to replace those worn out. Chas. K. McGillen, miller, is supervising the work.

A LITTLE bull got a belly full of feed, then laid down and died. The owner cut him open and found a small steel tag. The tag was traced to a feed mill—the feed dealer settled for \$200. A few little bulls will soon pay for a magnetic separator to keep iron out of feed. It is a guaranty that feed is iron-free.

CHICAGO, ILL.—Ryde & Co. have registered a neat design of eggs and hens with the words "Hav-To-Lay" and "It Makes Us Lay," as trade-mark No. 174,489, descriptive of chicken feed. The words "Ryde's Cream Quality" in the center of a circular design have been registered as trade-mark No. 174,490, descriptive of stock feed.

CORN COBS can be cheaply turned into a very serviceable wood, applicable to any use to which wood is put, thru recent discoveries of Professor Elton R. Darling, of Millikin University at Decatur, Ill. Dye products, syrup and cattle feed have been prepared from corn cobs by Professor Darling, and furfural, used in manufacturing telephone receivers and worth \$35 per pound, can be made from corn cobs at few cents per pound, according to claims of the professor.

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Commercial Feeding Stuffs in Indiana.

Indiana farmers in 1922 purchased approximately 340,197 tons of commercial feeds at an estimated retail value of \$14,244,175, reports Agricultural Experiment Station of Purdue University.

The state chemist collected 2,945 samples of feeds during the year to ascertain the correctness of the feed manufacturer's guarantee. The samples represented carload shipments and came from all parts of the state. The year's inspection showed that 76 per cent of the samples were found up to and better than the guarantee of the manufacturer. Of the 558 samples found incorrectly guaranteed, 373 of them were different from the guaranty in minor particulars only, and 185 were classed as seriously deficient and not sold in compliance with the feed law. Inspectors found 195 shipments misbranded as to the ingredients used in manufacture.

The worst case of feed adulteration was one company which had 49 samples examined. Of these, 31 were passed, 18 were not passed and 21 were removed from sale. Another had 28 samples inspected, of which 22 were passed, 6 not passed and 8 were removed from sale. Another had 7 samples examined, of which 4 were passed, 3 were not passed and 5 were removed from sale. One other company had 54 samples examined, of which 44 were passed, 10 were not passed and 11 were removed from sale. The great majority of the feed manufacturers had no trouble, or very little, with the authorities.

The estimated sale of feeding stuffs in Indiana during 1922 is as follows: Alfalfa, 344 tons, 188 tons, 1921; cottonseed meal, 8,188 tons, 8,656 in 1921; hominy meal and hominy feed, 27,875 tons, 22,500 in 1921; linseed oil meal, 4,063 tons, 5,163 in 1921; mill by-products, wheat bran, middlings, rye feeds, red dog, etc., 126,593 tons, 122,009 in 1921; poultry feed without grit, 46,875 tons, 31,293 in 1921; poultry feed with grit, 6,438 tons, 8,683 in 1921; poultry mash, 29,375 tons, 16,007 in 1921; proprietary feeds, ready mixed, 39,769 tons, 32,658 in 1921; soy bean oil meal, 500 tons, none in 1921.

Soy bean oil meal contains from 38 to 48 per cent of protein, and partly dried soy beans average from 35 to 40 per cent protein. The growth of the bean in Indiana promises to decrease materially in the future the amounts of other protein concentrates usually imported. The estimated 500 tons of soy bean oil meal sold in 1922 was only a starter, and just what part the meal will play in Indiana's feed bill remains to be seen.

The world war affected the growth of the commercial feeding industry as is shown by the following: In 1911, 179,000 tons of feeding stuffs were used in Indiana, in 1919 this had increased to 506,958 tons, while in 1921 it was down to 283,256 tons. In 1922 the consumption started to gain with the result that 340,197 tons were consumed.

FRANCE's wheat crop is so large that it will not be necessary to import that grain after August. It is estimated that the harvest will yield from seven to eight million tons, which, coupled with 400,000 tons anticipated from Algeria, will be sufficient to meet all requirements.

Feed Movement in July.

Receipts and shipments of feedstuffs at the various markets during July, compared with July, 1922, were as follows:

	Receipts 1923	Receipts 1922	Shipments 1923	Shipments 1922
Baltimore, tons	1,171	1,455		
Chicago, lbs.	19,413,000	15,263,000	74,455,000	81,050,000
Milwaukee, tons	4,140	11,200	18,240	13,351
St. Louis, sacks				
bran	70,790	85,360	89,380	107,270
San Francisco, tons bran	595	257		
Kansas City, tons bran	2,960	2,760	21,940	16,260
New York, tons bran	470			

Conference of Feed Dealers at Storrs.

The fourth annual conference of feed dealers at the Connecticut Agricultural College, Storrs, Conn., was held July 17 and 18, with about 100 dealers in attendance.

Pres. C. L. Beach of the college opened the conference and G. W. Thorpe of West Chester acted as chairman.

"How to Do Efficient Retailing" was discussed by Chas. M. Cox, Boston. He pointed out that dealers should not fear co-operative buying among farmers, because it was just as prevalent 30 to 40 years ago. It followed its natural course and the co-operative movement developed into retail store units, not co-operative in nature. He advocated the introduction of four sets of prices in preference to the one price system. Each dealer should have a cash, credit, large order and small order price.

Walter Little, Bridgewater, Mass., owner of seven retail grain stores, expressed a strong desire to form an ass'n of grain dealers thru which costly methods of operation might be eliminated and good ideas distributed.

C. E. Hough, mgr. Connecticut Milk Producers Ass'n told how co-operative organization among milk producers won a fair price of dairy products. Ass'n advertising increased the milk demand by 10 per cent.

Considerable discussion was devoted to the operation of trucks in the retail feed business. Many dealers told of their own experiences and it was brot out that very few know what it costs to operate a truck. Statistics were given by F. A. Coles, Middletown, Conn., and he stated that if an average were found and costs based on that, the dealer would be all right on his trucking costs.

"How Knowledge of Feeding Practices Helps to Increase Sales" was the opening topic on the second day by Prof. G. C. White. He illustrated the many and various ways which a dealer can be of service to his patrons.

Walter E. Crittenden, New Haven, Conn., explained "Sales Policies" and illustrated his suggestions with stories taken from real experience. He advocated the adoption of the different sets of prices and gave as his formula, "To a given person in a given class a given price."

In speaking on "Credit Policies," J. G. Thomas, of Attica, N. Y., declared that only 20 per cent of the feed dealers in New York are successful and he lays the blame at the door of the credit system. A spot cash price on every item should be given at all times and for every service rendered the dealer should add an extra charge. When asked if he really believed that 80 per cent of the feed dealers failed, he replied that he did not mean that; but he did mean that only 20 per cent of the dealers made any money.

A com'te was appointed to arrange a program for the next annual meeting and a vote of thanks was given the college for acting as host to the meeting.

Claim Lost by Failure to File Lien in Time.

The Richardson Grain Separator Co. of Minneapolis, Minn., sold a Simplex Grain Cleaner, a Richardson Wheat and Oat Separator and a Richardson Attrition Mill to the Globe Construction Co. for installation in the new elevator of the Valier Elevator Co. at Valier, Mont.

Not being paid for the equipment, the Richardson Grain Separator Co. filed a lien and started suit against the elevator company, but the court held that the lien was filed too late and affirmed the judgment of dismissal by the lower court. The contention of the separator company was that the machinery was sold on trial of 30 days and that title should not pass until the machinery was accepted.—215 Pac. Rep. 237.

National Hay Ass'n Meeting at West Baden

The annual convention of the National Hay Ass'n was held at West Baden, Ind., July 24, 25 and 26. Representatives of all the large markets and many country shippers from Ohio, Michigan and other nearby states were in attendance.

In response to Governor Warren T. McCray's address of welcome, Dan Mullally of St. Louis expressed the dealers' pleasure to be present in Indiana.

Pres. Rudolph Raabe, Ft. Jennings, O., read his annual report in part as follows:

There seems to be too wide a range between receiver and shipper. Shipments entrusted in the hands of receivers are in many instances not looked after as promptly as they should be. Especially is this true of refused cars. It is a fact that such shipments are harder to handle; but where a shipper entrusts his business in the hands of a receiver this matter should be promptly cared for.

Good hay is handled with but very little trouble; therefore, the receiver should exert himself in order to handle the off grade hay. I earnestly urge a closer co-operation between shipper and receiver. And I believe that the range of prices is too wide on the various grades, and the commission charges too high in some of the markets, which has a demoralizing effect upon the shipper.

I would like to see more uniformity in the various markets. Sudden fluctuations are oft-times due to shippers crowding shipments on one market more than another. If it were possible I would like to see a steady flow of hay in the various markets so that the demand would practically take care of the supply, therefore, a good, healthy market at all times. I am aware this would be hard to bring about for a shipper is compelled to load when equipment is available. If every shipper will carefully study the conditions in various markets it would be a great help to himself as well as insure more satisfactory results.

I recommend a general reduction of expenses, which I feel is absolutely necessary if we are to continue to function successfully.

I recommend the adoption of federal grades providing it does not take away the privilege of selling hay on its merits. However, I feel the necessity of maintaining a Grades Com'te, and that the National Hay Ass'n suggest from time to time any changes in these grades which may be a benefit to the members of our Ass'n. I do not want to see the government engaged in the hay business, nor the elevator business, nor in any commercial business, nor be out as a competitor against any man in the world engaged in any sort of business.

Pres. Raabe also suggested the organization of a traffic com'te consisting of five members thoroly familiar with traffic problems. This com'te would meet twice a year to discuss matters of general importance to ass'n members. The reduction of freight rates, telegraph and telephone rates would be among the duties of the com'te, also the elimination of war tax on telephone rates.

W. A. Wheeler, Buro of Agricultural Economics, Washington, D. C., in speaking of "Federal Inspection of Hay," said, "Federal inspection is available at several important markets and at a number of shipping points. The service is to be extended to other markets as rapidly as plans can be made. Whenever inspection is not available at a certain point, it can be obtained by payment of inspector's traveling expenses from nearest inspection point, in addition to the small fee.

"Federal inspection certificates will always be accepted in courts as prima facie evidence of the facts contained in the certificate. These certificates show the condition of the hay as well as the grade."

Geo. Bridge, Chicago, gave a graphic account of his recent trip around the world and applied his experiences with present problems of this country. He stated that foreign countries will participate in the annual International Grain and Hay Show, to which the Chicago Board of Trade donates \$10,000 in prizes annually.

The Legislation com'te report was read

by Fred Williams, New York, as follows, in part:

The average overcharge claim does not warrant the expenditure of any great amount of time, money or energy in its collection. The aggregate of these illegally collected charges, however, is tremendous and therefore the refunding of these charges by the carrier should be made reasonably simple and prompt with a penalty for unreasonable delay in so doing.

Under existing laws, the shipping public can no longer seek the refund of charges illegally collected, but the Director General of Railroads can continue to collect undercharges from the public almost indefinitely.

Under existing laws and the bill of lading contract, claims for loss or damage to shipments may be filed with the delivering or the originating carrier. In the event of failure to make collection through regular claim channels suits must be filed against the originating or so-called "bill of lading" carrier if recovery is to be had in full. The intermediate and delivering carriers are only liable for the exact extent of damage occurring on their lines and while in their possession.

It will readily be seen that the consignee is put to great disadvantage by this situation. The originating carrier may be a small road or electric line with only home offices or for other reasons is not within the jurisdiction of the courts in the state where the consignee or claimant is located. In such cases the claimant is practically without recourse, particularly if the delivering carrier's record shows freedom from liability on its own line.

The grades com'te recommended that the ass'n give its support to the Department of Agriculture in devising a workable system of grades and inspection so the best interests



D. S. Mullally, St. Louis, Mo.
Pres.-Elect National Hay Ass'n.

of the hay industry be served from producer to consumer. The incoming grades com'te is recommended to be instructed to work with the department of federal inspection and grades and assist them in establishing grades to promote the best interests of the hay producers and consumers.

C. R. Aldrich, pres. of the hay ass'n in northern Ohio, explained the benefits of the local ass'n and told of the good work being accomplished.

"The Evolution of the Bolshevik Government" was the subject attacked by James P. Goodrich, ex-governor of Indiana.

"Agricultural Difficulties" was the subject of an address by Bert H. Lang, St. Louis, ex-vice-pres. of the Grain Corporation. It is published in part elsewhere in this number.

D. J. Sims, chairman of the Transportation Com'te, expressed the belief that the carriers will attempt to increase freight rates in the fall. The effort will fail, he believes, just as the effort of the carriers to increase the minimum on hay and the effort to discontinue lighterage in the New York harbor.

Considerable argument followed O. D. Kendrick's opening of the discussion on "Differentials between Grades on Terminal Markets."

Sec'y-Treas. J. Vining Taylor, in his annual report, recommended that the ass'n endorse the Almon Bill H. R. 9933, to abolish the war tax on telegraph and long distance telephone messages. He also recommended that the government stay out of business and that a code of ethics be drawn up and adopted for the ass'n.

Among the resolutions read by Chairman Fred Williams and adopted by the ass'n were the following:

Whereas, The conditions in the shipping and terminal markets having become unsatisfactory, we recommend a survey be made to endeavor to find advanced methods for marketing hay at such points.

Whereas, It is reported that state and federal farm agents in some localities are still continuing their commercial activities, in connection with so-called co-operative buying enterprises allied with feed consumption; in the opinion of your committee the secretary should be instructed to address the proper state and federal authorities in the matter, that this ass'n goes on record against this unfair class discrimination and that this ass'n readopt the resolution covering the matter passed at our last annual meeting, to-wit:

Resolved, That this ass'n, while recognizing the inherent right of any class to organize within legal bounds for its legitimate benefit, and while conceding the basic principles of organization, deeply deplores this seeming government approval of a form of class legislation; and be it

Further Resolved, That every member of this ass'n take due cognizance of this state of affairs and that each member take steps to protest to his representatives in both state and federal governments, to the end that all business receive justice in the circumstances.

Officers elected for the ensuing year are D. S. Mullally, St. Louis, pres.; E. H. Day, Fitchburg, Mass., 1st vice-pres.; W. H. Lord, San Francisco, Cal., 2nd vice-pres. Director for one year to fill vacancy caused by Mr. Mullally, G. C. Johnson, Sioux City, Ia. Directors for two years, Rudolph Raabe, Ft. Jennings, O.; C. S. Martin, Ashland, O.; J. H. Devlin, Chicago; G. A. Hax, Baltimore; and C. A. Coleman, Lyons, N. Y.

Golf, baseball, cards, dancing, and a banquet were among the entertainments offered to dealers at the convention. Thomas V. Hendricks, Cleveland, gave an address, "Comin' Thru the Wry," at the banquet.

THE Kansas Wheat Growers Ass'n has 25 suits against farmers to prevent farmer members from selling their wheat outside the ass'n. Nine of the suits were filed within one week.

Seeds

DAYTON, O.—The Martin Seed Co. is the new name of the Weghorst-Martin Seed Co.

FAYETTEVILLE, ARK.—The Arkansas Seed & Nursery Co. has moved to the Goddard Bldg.

LIGONIER, IND.—Clover in this section is very light and we do not expect more than half a crop. The same holds good for alsike. N. Wertheimer & Sons.

DALLAS, TEX.—The Empire Seed & Nursery Co. organized with a capital stock of \$10,000. Incorporators are M. E. McCaskey, M. H. Thomas, and O. W. Stewart.

DES MOINES, IA.—Floyd Fields, formerly at Clarinda, will be manager of the recently incorporated Standard Seed Co. The company is a branch of the Berry Seed Co.

SASKATOON, SASK., CAN.—The McNab-Young-Barclay Seed Co. has opened a new seed house here and another at Calgary, Alta. Cleaning and packing machinery will be installed at each plant.

SIGOURNEY, IA.—We have discontinued our seed business at Washington and have moved our main office and the retail seed business to Sigourney in connection with the wholesale business here.—Bruns Seed Co.

CINCINNATI, O.—There is very little clover acreage here, alto what acreage is standing looks very good at this time. A small amount of timothy seed will soon be thrashed. It is of very good quality.—R. O. Strong, pres., Cincinnati Seed Co.

MARQUIS seed wheat, produced by members of the Canadian Seed Growers Ass'n, is now being shipped to the Argentine for sowing. The first shipment to go consisted of 500 bus., and the extra quality of the seed will create a large demand for it from that country.

SHERMAN, TEX.—The main building of the plant formerly operated by Pittman & Harrison Co., now bankrupt, burned July 27. T. J. Pearson, night watchman, attributes the blaze to a burned out electric switch in the building, and an explosion of oil near the switch caused the rapid spread of the fire. Recent appraisal of the building placed the value at \$45,000, and grain and empty sacks stored in the building brings the total loss to from \$65,000 to \$70,000.

Exports of Seeds.

Exports of seeds for June, compared with June, 1922, and for the twelve months ending with June, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	—June—		12 mos. ending June	
	1923	1922	1923	1922
Beans, bus.....	59,563	80,913	672,423	1,100,424
Peas, bus.....	5,448	4,112	95,233	88,680
Clover seed, lbs.....	3,578	9,430	2,492,058	3,258,659
Alfalfa, lbs.....	2,027	8,250	399,697	777,932
Timothy, lbs.....	188,410	62,054	20,131,903	20,150,337
Other grass seed, lbs.....	119,308	51,007	4,090,734	4,093,933

Receipts and Shipments of Seeds.

Receipts and shipments of seeds at the various markets during July, compared with July, 1922, were as follows:

FLAXSEED		—Receipts—		—Shipments—	
		1923	1922	1923	1922
Chicago, bus.....		65,000	106,000	16,000	.....
Duluth, bus.....		112,427	80,678	114,429	165,191
Milwaukee, bus.....		7,250	45,810	8,963	9,572
Minneapolis, bus.....		358,720	154,000	36,450	51,210
New York, bus.....		405,080	.....	.....	.....
Winnipeg, bus.....		181,125	.....	.....	.....
TIMOTHY		—Receipts—		—Shipments—	
		1923	1922	1923	1922
Chicago, lbs.....		124,000	119,000	294,000	423,000
Milwaukee, lbs.....		47,000	.....	552,264	448,144
New York, bags.....		153	.....	1,502	.....
CLOVER		—Receipts—		—Shipments—	
		1923	1922	1923	1922
Chicago, lbs.....		8,000	77,000	121,000	133,000
Milwaukee, lbs.....		31,563	9,912	495,540	178,983
KAFFIR AND MILO		—Receipts—		—Shipments—	
		1923	1922	1923	1922
Wichita, bus.....		3,600	6,000	3,600	6,000
Kansas City, bus.....		69,500	108,000	149,600	173,000
St. Joseph, bus.....		1,500	.....	.....	.....

MYTON, UTAH.—The Unitah Basin Seed-growers Ass'n held its annual meeting July 10 and elected Wm. G. Gentry pres., John H. Davis, vice-pres., and Wm. Zowe, mgr. The ass'n does not favor compulsory pooling. Growers may join without pooling their seed. They are free to sell to any buyer and buyers are invited to bid on seed in the ass'n's hands.

TOLEDO, O.—Clover continues to show an upward trend. A further advance witnessed this week. Crop damage reports brought in some fresh buying and caused short covering. Moderate profit taking on the advance. Offerings appear readily absorbed on fair set-backs. October clover previous to 1917 did not sell over \$15.55. Early in that year it sold at \$9.25. High this year was \$12.30 in May and low \$10.50 in February. Pre-war prices ranged from \$6.30 to \$12.80.—Southworth & Co.

TOLEDO, O.—Clover seed market has ruled strong this week and bulls are smiling. Lack of offerings have been the chief features. Bears are timid. On breaks market runs into country buying. Bulges attract some profit-taking. Acreage is short, but this feature is partly offset by the large carry-over. Will farmers buy clover seed freely at \$12.00 to \$13.00 a bushel with wheat selling below \$1.00? Many farmers this past season used alfalfa, sweet clover and soy beans instead of red clover. Spring demand will tell the story. On breaks March seed looks like a good investment. We do not care to follow bulges with buying orders.—C. A. King & Co.

CHICAGO, ILL.—Former employes of the Illinois Seed Co. have purchased the interest of Geo. S. Green, former pres., in the company. The employes are Thomas J. E. Kemp, vice-pres., F. H. Huyck, sec'y, and Richard Williams, treas. Mr. Green, upon his retirement, stated: I have sold my controlling interest in the Illinois Seed Co. and resigned as pres. and director Aug. 1. The company will continue with the same personnel with the exception of myself. The sale of my interest in the business did not include all of the stock of seeds so I shall have, for a time, temporary headquarters, care of the Illinois Seed Co., for the disposition of this unsold stock. When matters can be arranged I expect to go to St. Louis to take a partnership in D. I. Bushnell & Co.

Agent Not Liable for Conversion of Stored Wheat.

Wm. L. Tucker delivered wheat to the elevator at Merino, Colo., owned by Stanley B. Ashcraft, operated by the Stanley B. Ashcraft Grain Co., and managed by Audie Ashcraft as an employee. The grain was shipped out without settling with Tucker, by Audie, at the direction of his brother.

Tucker brought suit for conversion and the district court of Denver County gave them 90 days in jail, unless the value of the wheat was paid.

The Supreme Court of Colorado affirmed this as to Stanley and reversed the decision as to Audie, saying:

Audie Ashcraft, by his answer, denied the receipt of any wheat, and, as above stated, the uncontradicted evidence shows that he was a mere employee of his brother. Under that state of the evidence he could not be made responsible for a conversion of the wheat unless it be proved that he was a party to its conversion, and a wrongdoer. The instructions mentioned made him liable for a delivery of the wheat to any one other than the plaintiff, even though he had no knowledge that the wheat was wrongfully delivered. This is contrary to the well settled law. A servant who innocently obeys the orders of his master, without knowledge that his act is wrongful, is not liable to the person injured.—215 Pac. Rep. 877.

THE FARM situation was discussed by five senators and Gov. W. T. McCray of Indiana, at Indianapolis, Aug. 2. Their plan was to urge President Harding to call an extra session of Congress to remedy farm conditions.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

CALIFORNIA

Rockwood, Cal.—E. W. Chase of Brawley has leased an elvtr. here.

Brawley, Cal.—E. W. Chase of this city has leased an elvtr. here.

Calipatria, Cal.—E. W. Chase of Brawley has taken over the Newmarket Grain Co.'s elvtr. here.

Arcadia, Cal.—The Citrus Belt Milling Co. has purchased the business of the Arcadia Hay & Grain Co. The Arcadia company was formerly operated by John Kingston and D. C. Martin.

Los Angeles, Cal.—A new \$300,000 public elvtr. is to be erected here by the Terminal Elvtr. Co., a new corporation of which E. W. Thompson, former pres. of the Los Angeles Grain Exchange, is president. The elvtr. will have a storage capacity of about 250,000 bus.

CANADA

Winnipeg, Man.—The annual meeting of the Northwest Grain Dealers Ass'n was held in the Grain Exchange here Aug. 7.

Winnipeg, Man.—The Hallet & Carey Co. and the Zenith Grain Co. have merged and the new company will be known as the Hallet-Carey-Swart Co. with Harry Swart as pres. The Zenith Grain Co. was an export company.

Winnipeg, Man.—The firm of Greenman, Ritchie & Gordon, cash brokers, has been dissolved and there has been formed in its place two organizations. T. C. Greenman, senior partner of the old company, is continuing business in the old premises under his own name, while Mr. Ritchie and Mr. Gordon are starting under their own names in their old line.

Tiffin, Ont., Can.—Due to the congestion in the handling of grain at the Port of Montreal during the summer and fall of 1922, the Canadian authorities having jurisdiction appointed a Committee, of which Mr. C. J. Smith, General Manager of Elevators and Warehouses for the Canadian National Railways, was appointed Chairman to examine into the causes of the congestion and report on same together with its recommendations for preventing a recurrence of the congestion. The Committee recommended among other things that the capacity of the Canadian National Railways Tiffin Elevator No. 2 be increased 2,250,000 bushels in order to provide more storage at Georgian Bay Ports, and in this way to try to control to as great an extent as possible the movement of the grain to Montreal so as to use the elevators at Montreal for the actual shipping of grain and not so much for storage, and to have the grain move to the Port of Montreal as vessel room became available. On the strength of this report the Canadian National Railways authorized the construction of a 2,250,000 bus. additional storage at Tiffin Elevator No. 2, and the addition of a third marine leg, together with such modifications as were necessary in the present house to make the present and the new addition work as a single unit. When this addition is completed Tiffin Elevator No. 2 will have a storage of 5,000,000 bus., and will be able to unload two small vessels simultaneously or one large vessel, using all three marine legs simultaneously in unloading larger vessels, thus speeding up the unloading. The Canadian Stewart Co., Ltd., were commissioned to prepare the plans and specifications for the new improvements, and to act as Supervising Engineers during the construction of same. The contract for the construction of the improvements was awarded to the Fegles Construction Co., Ltd., and the work is now well underway. It is expected to have the new storage ready for handling grain Oct. 15, 1923. This work comes under Mr. C. J. Smith, General Manager of Elevators and Warehouses, and Mr. F. L. C. Bond, Chief Engineer of the Canadian National Railways.

Edmonton, Alta.—Steps to provide terminal elvtr. facilities here will be taken without delay, according to Charles Stewart, minister of immigration. Mr. Stewart has expressed the importance of having grain cleaning facilities here, particularly in connection with shipments to the Pacific seaboard. This would remove the danger of dampness which some feared, and insured the shipping of a product of desired quality.

COLORADO

Denver, Colo.—E. M. Bosworth & Co. have discontinued their grain department.

Amherst, Colo.—O. B. Elliott, formerly mgr. of the O. M. Kellogg Grain Co. at Oxford, is now mgr. of the company's elvtr. here.

Yuma, Colo.—The Denver Elvtr. Co., a branch of the Colorado Milling & Elvtr. Co., has just completed a 60,000-bu. cement elvtr. of which I am mgr.—T. M. Millen.

Denver, Colo.—The Colorado Milling & Elvtr. Co. declared a holiday Saturday, July 21, and entertained its Denver employees at a picnic at Deer Creek Canon. Lunch and refreshments, games and races were provided for the 700 attending. The success of the affair demands that it be made an annual event.

IDAHO

Deary, Ida.—The Deary Grain Co. has been incorporated with a capital stock of \$25,000.

American Falls, Ida.—The Sperry Elvtr. & Storage Co. of Ogden, Utah, has leased the Evans elvtr. here and Guy Stuart will be mgr.

Rockland, Ida.—J. Ira Allen will remain in charge of the elvtr. here for the Sperry Elvtr. & Storage Co., which recently purchased it from the Intermountain Milling Co.

Montpelier, Ida.—The lease with the Globe Grain & Milling Co. expired July 1 and we are now operating our own house and building a new reinforced concrete mill building adjoining. —Miles Milling & Elvtr. Co.

Boise, Ida.—H. G. Rogers and Charles Hillock of this city have formed the Northwestern Grain & Seed Co. with offices in the Sonna Bldg. Mr. Rogers has been engaged in buying seed and grain for a number of years.

ILLINOIS

Amboy, Ill.—I have sold my elvtr. here.—C. A. Fenstermaker.

Ellsworth, Ill.—We are erecting a new elvtr. here.—Ellsworth Grain Co.

Cameron, Ill.—F. E. Wilson of Knoxville has purchased the J. C. South elvtr.

Cruger (Eureka p. o.), Ill.—We hope to erect a warehouse this fall.—Cruger Farmers Co-op. Ass'n.

Cissna Park, Ill.—The plant of the Cissna Park Co-op. Grain Co. was damaged by fire July 18.

Hoopeston, Ill.—The Hoopeston Grain & Coal Co. let contract Aug. 6 for the erection of a 25,000-bu. elvtr.

Moon Station (Ancona p. o.), Ill.—The John Bowlin elvtr. here was purchased by Robert Jones of Streator.

Sabina (Le Roy p. o.), Ill.—L. Gowler will manage the elvtr. here for Elmer Reed, who is operating it under lease.

Dalton City, Ill.—The engine room of the elvtr. operated by the Farmers Grain Co. was slightly damaged by fire on July 25.

Cissna Park, Ill.—Davis Bros. have increased the capacity of their elvtr. 30,000 bus. This gives them a total capacity of 110,000 bus.

Shabbona, Ill.—Mr. Herrmann of Scarboro has purchased the Neola Elvtr., which is owned by the Armour Grain Co. He will take possession in about a month.

Allentown, Ill.—A bin in the elvtr. of the Mackinaw Farmers Grain Co. burst July 25 letting 600 bus. of wheat out on the ground.

Smithshire, Ill.—Verne Blythe has succeeded R. E. Gentry as mgr. for Davis Shontz & Co. Mr. Blythe was formerly located at Douglas, Ill.

Greenville, Ill.—The Greenville Elvtr. Co., Inc., has filed suit against Carl W. Johnson, pres. of the company, for a bill to enforce trust and for injunction.

Chester, Ill.—Our new 350,000-bu. elvtr. was completed July 22. We now have two elvtrs. here. K. C. Mann has charge of the receiving of wheat.—H. C. Cole Milling Co.

Springfield, Ill.—A new grain elvtr. and mill with a storage capacity of 35,000 bus. has been erected here by H. A. Leidel & Son Co. to replace the one which burned May 4.

Fullerton, Ill.—L. L. Cowen has succeeded Elmer Reed as mgr. of the grain elvtr. of Harrison Ward & Co. Mr. Reed leased the J. West Elvtr. at Sabina (LeRoy p. o.), Ill., and will operate it.

Glenavon (Le Roy p. o.), Ill.—I will manage the elvtr. here for Elmer Reed, who is operating it under lease. Schroler & Gring of this place rebuilt their elvtr. here last spring.—F. F. Lovingfoss.

Woodhull, Ill.—In addition to a Hall Signaling Grain Distributor we have installed a Kewanee All-steel Truck Lift Dump and also made other improvements.—I. R. Titus, mgr., Woodhull Grain Elvtr. Co.

Pocahontas, Ill.—Geo. H. Ricker, who is pres. and general mgr. of the Union Roller Mills here, has stated that he would organize a stock company. J. J. Witt of Wichita and Mr. Ricker will hold the controlling interest.

Camp Grove, Ill.—The Camp Grove Farmers Elvtr. Co. has sold its plant to Davis Bros. & Kennel of Galesburg. Mr. Morine, the present mgr., will continue in that position until fall when he will be succeeded by Mr. Kennel.

Decatur, Ill.—The Shellabarger Feed & Elvtr. Co. has reduced its capital stock from \$105,000 to \$60,000. This company was formerly known as the Shellabarger Elvtr. Co. J. M. Allen is pres. and mgr. and E. M. Crawford, treas.

Pearl, Ill.—Donohoo Bros. have built a 15,000-bu. studded, oak elvtr. The house, originally built on a farm, was taken down, brot here and rebuilt. Power is furnished by a Fairbanks Engine. The Newell Construction Co. did the work.

Edwards, Ill.—We let contract July 23 for the installation of electric motors and electric lights in our elvtr. We are putting in one 10-h.p. motor on the leg and a 5-h.p. motor on the cleaner.—Glenn D. Marshall, mgr., Farmers Co-op. Elvtr. Co.

Waverly, Ill.—New officers of the Waverly Mill & Elvtr. Co. are R. McConnell, pres., L. T. Seales, vice-pres., and W. H. Rohrer, sec'y-treas. The company will put up some new buildings next spring.—Waverly Mill & Elvtr. Co., C. V. Ridgley, mgr.

The following were recently admitted to membership in the Illinois Grain Dealers' Ass'n: J. M. Jones Co., Dewey; Stevens Grain Co., Decatur; Geo. F. Oltmann, Malta; Bismarck Grain Co., Bismarck; Earl M. Bane, Arrow-smith; Ed Conlin, Inc., DeKalb.

Stewardship, Ill.—The Voris Co. and the Voris Sons Hay Co. incorporated to deal in grain, coal and produce. The incorporators are Mabel Voris Welshimer, Ralph E. Voris, Frank N. Voris, Maude Voris Campbell, Helen Voris Morrison, Virginia Voris Engel and Max R. Voris.

Holmes Landing, Ill.—The elvtr. in the course of construction here for the Peoria Grain & Barging Co. will not be completed in time to handle this year's wheat crop, but the company has made arrangements to load wheat on barges. Holmes Landing is not a postoffice.

Steward, Ill.—Rallsback Bros., of Weldon, have purchased the Armour Grain Co.'s elvtr. here. J. R. Adkins, who managed the Weldon Lumber Co., will manage the elvtr. for the new owners. John Reynolds, former mgr., has moved to Paw Paw to enter the employ of the Farmers Grain Co.

West Brooklyn, Ill.—We have increased our capital stock from \$15,000 to \$25,000. We are not going to build an elvtr. but plan the erection of a new office and feed room combined. After threshing we intend repairing and overhauling our elvtr.—West Brooklyn Farmers Elvtr. Co., R. E. Jacobs, mgr.

Martinton, Ill.—This company is in the process of reorganization, consolidating the R. G. Cummings elvtr. and this company's elvtr. with a capital stock of \$40,000, to be known as the Martinton Grain Co., Inc. The new company will handle grain, coal, seeds, mill feeds, etc. Max D. Pilotte, mgr. of the Farmers Elvtr. Co., managed the deal, and he will own some of the stock.—The Farmers Martinton Elvtr. Co.

CHICAGO NOTES.

Board of Trade memberships are selling for \$4,250 net to the buyer.

J. J. Badenoch Co. has taken over the personnel and business of E. J. Feehery & Co.

George Edward Fuller, formerly a member of the firm of Bartlett-Frazier & Co., died in New York July 25 of pneumonia.

E. E. Delp of Philadelphia was suspended Aug. 7 from the Board of Trade for one year for business irregularities growing out of his recent failure.

Edwin L. Camp and H. A. Massey were suspended from the privileges of membership in the Board of Trade July 31 for failure to meet their obligations.

Andrew Hazelhurst, a member of the Board of Trade since 1911, has purchased a membership on the New York Stock Exchange and will become a stock broker. He will remove to New York.

Joseph H. Phillips, a member of the Board of Trade, and a brother of the late Geo. H. Phillips, died suddenly of heart trouble recently at his summer home in Indiana. He is survived by his widow and one son.

Earl M. Combs, Jr., Grant Harper, Paul A. Nelson, John L. Hoerber, all of Chicago, and Paul Uhlmann of Kansas City were recently elected to membership in the Board of Trade. The memberships of Chas. D. Boyles, Estate of Felix Weinberger and Everett E. Rogerson have been transferred.

Under a ruling of the Supreme Court, Corporation Counsel F. X. Busch found that the city of Chicago is unable to enforce its ordinances fixing the license fees for certain businesses. In view of that fact, he has recommended to Mayor Dever that ordinances affecting many businesses, among them grain traders and grain elevators, be repealed. If granted, the repeal will mean a loss of revenue to the city and a saving to many business men.

The mill and an unused kiln of Albert Schwill & Co., maltsters, burned Aug. 9. The blaze started at 3 a. m. in the mill building and shortly thereafter set fire to the kiln. The fire department rushed to the scene and before 7 a. m. had the fire under control. An estimated total of 175,000 bus. of flour and malt was destroyed, causing a loss of \$500,000. The company occupies six buildings in the immediate vicinity, but careful and quick work by the firemen prevented the fire from spreading. The mill was a two-story brick building and the kiln was a two-story frame building.

John R. Mauff, executive vice-pres. of the Board of Trade, has been granted a five months' leave of absence for the purpose of inaugurating a new commodity exchange for handling paper. The exchange, which will be located in Chicago, is expected to stabilize the paper industry. During his absence he will be in close touch with all affairs pertaining to the grain trade and will be called in by the Board for counsel on matters of importance. This was one of the conditions upon which the board of directors granted him leave of absence. A resolution was adopted expressing the ass'n's appreciation of his efforts "as a director, vice-president, secretary and executive vice-president covering a continuous period of eleven years."

On learning of the death of the President the directors of the Board of Trade adopted resolutions at a special session declaring that "In the death of President Harding the country has sustained the loss of a chief executive whose distinguished services were prompted by an unswerving patriotism and rendered with conspicuous zeal, fidelity and ability." As a mark of respect to the illustrious dead the directors decided to hold no session Aug. 3 and 10th. Pres. John J. Stream said "The death of President Harding coming at this time is a national calamity. His safe and sane policies on our troubled problems at home and abroad have been a source of great encouragement to the American people. It is now with dark clouds hovering over Europe and with threatening political unrest at home that we need his guiding hand more than ever."

To study and report on the recommendations of the Federal Trade Commission as to changes in the methods of the Board of Trade, Pres J. J. Stream will appoint a com'te of 7 members.

Default on the delivery of 205,000 bus. of oats for July delivery was made by the Armour Grain Co. on the last day of the month, as there was no oats offered. In the July corn future offerings by holders were liberal at 90 cents, so the default in that cereal was practically none, only 1,000 bus. A com'te to determine the true commercial value was named, comprised of James C. Murray, Clinton S. Beach and Harry B. Shaw. They found No. 2 white oats, Chicago basis, to be worth 40½c, and fixed the liquidated damages for failure to deliver at 2½ per cent of this price. They fixed the price of No. 2 mixed corn at 87½c per bu., and the liquidated damages at 2% of this price. The closing price of July corn was 89¼ to 90; and of July oats, 40½ to 41c.

At a recent meeting of the directors of the Rosenbaum Grain Corporation the regular quarterly dividend was declared. Pres. E. F. Rosenbaum said: "The company commenced doing business the first of March, 1923. The ensuing four months were exceedingly dull in the grain trade. The company had large expenses incidental to reorganization. Nevertheless, the net earnings of the company from March 1 to June 30 were in excess of \$154,000, so that, after allowing for dividends paid and accrued, there was available to be added to the surplus account during this period over \$51,000. The new crops of grain began to move about the middle of July, and the company is now doing a large and satisfactory business and everything indicates increased and very satisfactory earnings."

INDIANA

Ft. Wayne, Ind.—The McMillan Co. has increased its capital stock to \$300,000.

Kirklin, Ind.—The Kirklin Grain Co. has filed preliminary certificate of dissolution.

Clymers, Ind.—The elvtr. of Harry G. Reed, which burned July 9, will not be rebuilt.

Churubusco, Ind.—The Mayer Grain Co. sustained a small damage loss July 29 caused by fire.

Galveston, Ind.—J. Harley Walker has succeeded Mr. Jackson, who resigned, as mgr. of the Farmers Co-op. Elvtr. Co.

Kokomo, Ind.—Morrison & Thompson Co. are contemplating the erection of a feed storage.—Paul Garrison, Galveston, Ind.

Connersville, Ind.—John F. Carlos, who was identified with the grain business here for many years, died recently at the age of 68.

Williamsport, Ind.—The Williamsport Grain Co. has purchased the elvtr. owned by F. R. Miller and the business will be merged.

Bee Grove (Hanna p. o.), Ind.—The Hanna Lumber & Grain Co. is increasing its facilities here by enlarging the elvtr. and installing automatic scales.

Bourbon, Ind.—It has been decided to re-open the Bourbon Grain Elvtr. for business. Harry Snyder, Frank Bates and Kelsie Bessinger are interested in the project.

Onward, Ind.—The Onward Grain Co. had a small fire last week which started between the engine room and the main house, but only slight damage resulted.—Paul Garrison.

West Lebanon, Ind.—There is only one elvtr. here and that is being operated by us. The West Lebanon Grain Co. is no longer in business here as we bot them out in the spring of 1920. Both old elvtrs. were wrecked this spring and the present house erected.—Jones Bros.

Sandborn, Ind.—An attempt was made to blow up the boiler room at the elvtr. of the Wabash Grain Co. Someone entered the boiler room and let out half of the water in the boiler. Dewey Bicknell, the engineer, discovered the low water and prevented an explosion.

Montpelier, Ind.—The Harrison Township Farmers Co-op. Ass'n has been incorporated to produce, exchange, buy and sell all kinds of farm products such as hay, grain, livestock and farm supplies. The directors are A. Johnson, Albert Hart, Chas. Garrett, Wm. Maddox and Arthur Hart.

IOWA

Clarion, Ia.—The Farmers Elvtr. Co. is erecting a 24x44 fireproof warehouse built of concrete and tile, to have a storage capacity of five carloads.

Gilbert, Ia.—G. D. Mabie has purchased A. J. Mabie's elvtr. here.

Des Moines, Ia.—The 90,000-bu. elvtr. erected for the Falcon Milling Co. has been completed.

Van Horn, Ia.—Work is progressing on the new elvtr. being erected by the Ray Murrell Grain Co.

Britt, Ia.—Chas. F. Castle has taken over the management of the Farmers Elvtr. No. 1 of this place.

Cedar Rapids, Ia.—Mail addressed to the Farmers Elvtr. Co. has been returned as it was unclaimed.

Lawton, Ia.—Hans Bremer has had a Sidney manlift installed in his elvtr. by the Younglove Construction Co.

McNalley, Ia.—The Farmers Elvtr. Co. is having new rope installed by the Younglove Construction Co.

Van Horn, Ia.—The O. Kaeberle Grain Co. has repaired its elvtr. and installed new legs and a truck scale.

Faulkner, Ia.—Fred O. Ray, who has been mgr. of the Farmers Elvtr. Co. for the past year, has resigned.

Beaver, Ia.—The elvtr. erected here by the Quaker Oats Co. is completed and has a capacity of 47,000 bus.

Rock Rapids, Ia.—C. A. Kirk has resigned as mgr. of the St. John Grain Co. and the house is temporarily closed.

Rock Valley, Ia.—The Hunting Elvtr. Co. has let contract to the T. E. Ibberson Co. to repair its plant here.

Marcus, Ia.—The Edmonds-Londergan elvtr. together with several thousand bus. of grain burned at 5 a. m., Aug. 1.

Spirit Lake, Ia.—D. J. DeBeer of Creighton, Neb., has purchased the elvtr. of J. H. Deibner. Possession was given July 20.

Alta, Ia.—E. A. Brown Co. has had its elvtr. covered with galvanized iron siding. The Younglove Construction Co. did the work.

Masonville, Ia.—The Ray Murrell Grain Co. has purchased the elvtr. of the Farmers Commission Co. C. R. Mosher remains as mgr.

Churdan, Ia.—Some rotted lumber caused a hole in the elvtr. of the Farmers Elvtr. Co. and about 400 bus. of corn ran out on the ground.

Creston, Ia.—The Farmers Elvtr. Co. has let contract to the Younglove Construction Co. to install silent chain drive and a Hall Distributor.

Letts, Ia.—Webber & Houston have remodeled their elvtr., rebuilt the cupola and installed a Fairbanks Scale. Newell Construction Co. had the contract.

Walcott, Ia.—Davis Bros. & Potter have terminated their lease for the Stockdale-Maack Co.'s elvtr. and the latter company is operating its elvtr. again.

Superior, Ia.—R. L. Friend, assistant mgr. of the Lytton Farmers Elvtr. Co. at Lytton, has succeeded M. T. Lathrop as mgr. of the Farmers Elvtr. Co. here.

Pomeroy, Ia.—At 6 p. m. July 31 the front of the old Pomeroy grain elvtr. suddenly collapsed releasing hundreds of bus. of stored corn which can be salvaged.

Moorland, Ia.—O. K. Olsen has resigned as mgr. of the Moorland Grain Co. to enter the grain business in Minnesota. The new mgr. comes from Knierim, Ia.

Hartley, Ia.—The overhauling and repairing of E. Mann's elvtrs. here has been completed. The two elvtrs. have been combined and the same power plant operates both houses.

Greene, Ia.—J. R. Bratcher, formerly mgr. of the Farmers Co-op. Elvtr. Society at Ottosen, Ia., has succeeded J. P. Ritter as mgr. of the Farmers Incorporated Co-op. Society here.

Ferguson, Ia.—The Ferguson Grain Co. has erected a 16,000-bu. cribbed steel clad elvtr. equipped with Fairbanks Engine and Scale. Newell Construction Co. had the contract.

Ottosen, Ia.—Gerhard Larson, formerly mgr. of the Farmers Elvtr. Co. at Randall, Ia., has succeeded J. R. Bratcher, who resigned as mgr. of the Farmers Co-op. Elvtr. Society here.

Sioux Center, Ia.—The Farmers Co-op. Society has let contract to the Younglove Construction Co. to install a silent chain drive, new distributor, new transmission and back stop.

Oto, Ia.—The elvtr. of the Trans-Mississippi Grain Co. at this place is being completely overhauled and a new foundation built. The R. M. Van Ness Construction Co. has the contract.

Webster City, Ia.—An office has been opened by Frank E. Gulick, formerly Chicago, in the Savings Bank Bldg. to deal in cash grain and futures consignments, and make bids to arrive.

What Cheer, Ia.—Mr. Fuller purchased the Bert Duggar elvtr. and feed mill at auction July 21 for \$6,500. The plant has been closed for several months but Mr. Fuller will reopen.

Ogden, Ia.—The 18,000-bu. elvtr. being erected for Wm. Blakley on the Northwestern line is nearing completion. This gives Mr. Blakley two elvtrs. and also an interest in the Jensen Elvtr. Co. in Ogden.

Neola, Ia.—F. H. Stockley of Grinnell has succeeded the late Otto Schaap, as pres. and mgr. of Schaap Lumber Co. He was formerly connected with the Stockley Lumber & Grain Co. of Des Moines.

Buckeye, Ia.—The Farmers Elvtr. Co. has installed a 10-h.p. single phase Century Motor and a truck dump in its elvtr., which has also been remodeled and repaired. The Younglove Construction Co. had the contract.

Arthur, Ia.—The elvtr. here of the Trans-Mississippi Grain Co. is being repaired and motor being installed instead of engine, also an electric truck dump. The R. M. Van Ness Construction Co. has the contract.

Svea City, Ia.—The Gifford Grain Co. of Cedar Rapids has not purchased the property of the Farmers Co-op. Elvtr. Co. as erroneously reported in this column July 10. The purchase was of the elvtr. at Lakota, Ia.

Early, Ia.—I sold my location here to the Spurgeon Grain Co. of Galva and will retire from the grain business for a time at least.—Ferry Smith. G. R. Spurgeon is building a 50,000-bu. cribbed elvtr. on the site.

Clinton, Ia.—The Champion Milling & Grain Co. has been incorporated with a capital stock of \$500,000. Edwin Ewing is pres., C. A. Armstrong, vice-pres., A. O'Halloran, sec'y, and G. W. Hutchins, treas. of the company.

Van Horn, Ia.—Jurgenson Bros. Grain Co. is building a 20,000-bu. cribbed steel clad motor driven elvtr. equipped with Fairbanks Automatic Scale, truck scale and truck dump. Newell Construction Co. has the contract.

Davenport, Ia.—Van R. Rowe, who was at one time connected with the Corn Products Co. and later with the Davenport Grain Exchange, died Aug. 3. He is survived by his wife, one son, a brother and a sister.

Stratford, Ia.—Floyd Erickson is now mgr. of the Stratford Grain & Supply Co., succeeding Robert Hunt, who resigned. He has had some experience as mgr. of a farmers' elvtr. and was formerly mgr. of an elvtr. at Shipley.

Boone, Ia.—The Gifford Grain Co., of Cedar Rapids, has leased the Chris Williams elvtr. here and will manage it. H. E. Gifford will be in active charge of the local elvtr. Mr. Williams will continue to manage his elvtr. at Stratford.

Essex, Ia.—N. C. Nelson has resigned as mgr. of the Essex Mill & Elvtr. Co., effective Aug. 20. He will enter the real estate business with Bert Levine under the name of Nelson & Levine. Mr. Nelson of Cambridge will succeed him as mgr.

Eldridge, Ia.—A 30,000-bu. elvtr. erected for the Farmers Elvtr. Co. by the Younglove Construction Co. has been completed. The elvtr. is equipped with a dump, engine and motor for power, Cornwall Cleaner, also new No. 2 Wonder Cleaner and a corn feeder.

Denhart (Kanawha p. o.), Ia.—R. E. Gentry has succeeded Frank S. Brooks, who resigned as mgr. for Davis Bros. & Brooks. The firm will hereafter be known as Davis Bros. & Gentry. Mr. Gentry has been associated with Davis Bros. for twelve years in Illinois.

Cushing, Ia.—The elvtr. of the Trans-Mississippi Grain Co. here has been completely overhauled and some new equipment installed. The engine has been replaced by a new 10-h.p. Fairbanks-Morse Motor and an electric truck dump is being placed in the driveway. A distributor and spout has been installed in connection with both elvtr. legs. R. M. Van Ness Construction Co. has the contract.

Rockwell City, Ia.—The elvtr. of the Rockwell City Elvtr. Co. is being repaired. The entire building will be covered with galvanized iron sheeting and wooden foundation timbers are being replaced with concrete foundation. A bin filled with corn bulged open recently and investigation showed that the timbers had decayed. The siding will be completely removed and all weakened timbers replaced.

Cleghorn, Ia.—The 20,000-bu. elvtr. erected for the Farmers Elvtr. Co. has been completed. The building is equipped with a Kewanee Dump, Richardson Automatic Scale, 10-ton Fairbanks Truck Scale, electric power and a Sidney Manlift. The Younglove Construction Co. did the work.

Riverton, Ia.—The elvtr. of Good Bros. burned Aug. 3 at 5 a. m. About 1,000 bus. of grain was stored in the elvtr. Lightning is thot to have been the cause of the fire. The loss is fully covered by insurance. The Sherman-Chambers seed store, which is nearby was also damaged.

Alden, Ia.—The 20,000-bu. elvtr. erected for the Farmers Elvtr. Co. has been completed. The equipment consists of a dump, 10-ton scale with T. R. beam, electric power and a Sidney Manlift. The building is covered with galvanized iron. The Younglove Construction Co. did the work.

Turin, Ia.—The Farmers Elvtr. Co., recently incorporated, has let contract to the Newell Construction Co. for the erection of a 15,000-bu. cribbed iron clad elvtr., warehouse, and coal sheds. A Fairbanks Engine will furnish power and a Fairbanks Shipping Scale and a truck scale will be installed.

Williams, Ia.—C. E. Beal has just completed a new elvtr. as an annex to the one he has operated. The addition is 50-ft. high and has a capacity of 68,000 bus. making a total capacity of 105,000 bu. The Farmers Elvtr. Co. of this place has also completed a new brick elvtr. with a capacity of 40,000 bus.

Stout, Ia.—Fred Helmers has succeeded A. D. Weir, who resigned, as mgr. of the Farmers Co-op. Co. Mr. Weir will go to Colorado Springs, Colo., for his health and will then go to Waterloo, Ia., where he will engage in the grain brokerage business. Mr. Helmers has been a director and sec'y of the company since 1917.

Matlock, Ia.—The 25,000-bu. elvtr. erected for the Farmers Elvtr. Co. has been completed. The building is covered with galvanized iron and is equipped with a 6-bu. Richardson Automatic Scale, 10-ton Fairbanks type P Automatic Truck Scale, 10-h.p. engine and a Sidney Manlift. The Younglove Construction Co. had the contract.

Weston, Ia.—The grain elvtr. here erected in 1888 by the C. M. & St. P. Ry. is being taken down and the material sold to farmers in this vicinity. Officials of the railroad stated that not enough grain was being handled thru the elvtr. to pay for its maintenance and it was sold to Earl W. Riley, a contractor of Council Bluffs, who is taking it down.

Nemaha, Ia.—The elvtr. being erected by the Farmers Elvtr. Co. has been completed. The building has a capacity of 35,000 bus. and is made of cribbing covered with galvanized iron. A 10-h.p. Fairbanks Engine, 10-ton scale and a Sidney manlift and combination dump has been installed. The Younglove Construction Co. had the contract. The old office will be moved back and remodeled, and a feed building will be erected.

KANSAS

Montezuma, Kan.—The Montezuma Grain Co. is out of business.

Salina, Kan.—R. E. Barnes of the Beyer Grain Co. has moved to California.

Lucas, Kan.—The H. D. Lee Flour Mills Co. has leased a grain elvtr. here.

Hinton, Kan.—The Rickel Grain Co., of Salina, has leased an elvtr. here.

Morland, Kan.—The Rickel Grain Co., of Salina, has leased an elvtr. here.

Mentor, Kan.—The H. D. Lee Flour Mills Co. has leased a grain elvtr. here.

Quenemo, Kan.—Wilson Bros. have purchased the Quenemo mill from A. W. Logan.

Carlton, Kan.—The elvtr. being erected for the Robinson Milling Co. is nearing completion.

Hardtner, Kan.—Lee Elzsa of Coldwater is now mgr. of the Arkansas City Elvtr. Co.'s elvtr.

Dunlap, Kan.—The new 12,000-bu. elvtr. has been completed and I am operating it.—J. B. Lamb.

Hugoton, Kan.—The Security Elvtr. Co. has closed its elvtr. here because of the failure of the wheat crop in that section. G. G. Sprague is mgr.

Clements, Kan.—The 15,000-bu. elvtr. erected for the Kansas Flour Mills Co. has been completed.

Cottonwood Falls, Kan.—The 15,000-bu. elvtr. erected for the Kansas Flour Mills Co. has been completed.

Wichita, Kan.—Griswold-Shaft Hay & Grain Co. has purchased the Gorvin Feed & Grain Co. for \$25,000.

Nickerson, Kan.—The elvtr. of the Farmers Union Co-op. Ass'n has been wired for electric lights.—Cal.

Norcatour, Kan.—The Peerless Flour Mills Co. has purchased the elvtr. of the bankrupt Farmers Elvtr. Co.

Copeland, Kan.—Mail addressed to the Security Elvtr. Co. here has been returned as it was unclaimed.

Raymond, Kan.—George Gano of Hutchinson has purchased the elvtr. here owned by C. H. Davis & Son of Alden.

Yuma, Kan.—W. H. Morrison of Stockton, Kan., has purchased the elvtr. of the Baker-Crowell Grain Co. here.

Chetopa, Kan.—The new elvtr. of the Chetopa Mill & Grain Co. has been completed. Mr. Cole is owner and mgr.

Scott City, Kan.—We took over the Farmers Elvtr. here and opened July 26.—C. E. Sutton, mgr., Salina Produce Co.

Clifton, Kan.—J. P. Coates has purchased the property owned by E. J. Turner, which is known as the Union Pacific Elvtr.

Jetmore, Kan.—The C. C. Isely Lumber Co. has completed the remodeling of its elvtr. and increased the capacity to 16,000 bus.

Pretty Prairie, Kan.—The Collingwood Grain Co. has installed a 10-ton scale and put a new 3-in. floor in the elvtr. driveway.—Cal.

Wichita, Kan.—A branch office has been opened here by Goffe & Carkener of Kansas City, Mo., in charge of Dewey Hunter.

Girard, Kan.—A new warehouse has just been completed by the Farmers Co-op. Union Elvtr. Co. The office building was also improved.

Ashland, Kan.—The Johnson Grain Co. is now the Farmers Elvtr. Co. I have leased the Larabee Elvtrs. at this place and at Acres, Kan.—F. M. Mead.

Trousdale, Kan.—I am now mgr. of a line house here for J. H. Magruder of Pratt.—R. T. Coie, formerly mgr. of the Producers Grain Co. at Spearville.

So. Hutchinson, Kan.—The Walker Grain & Coal Co. has completed a 10,000-bu. iron clad elvtr. H. S. Walker will be actively in charge of the business.

Girard, Kan.—G. Hitz & Son Milling Co. has let contract to the Southwestern Engineering Co. for the erection of an elvtr. in connection with its 500-bbl. mill.

Hopewell, Kan.—The B. S. Huff Grain Co.'s new elvtr. has been completed and has been opened for business. B. J. Allen is local buyer.—B. S. Huff Grain Co.

Mt. Hope, Kan.—Mr. Howard has had his elvtr. overhauled and three additional bins added over the driveway. The Star Engineering Co. had the contract.

Langdon, Kan.—G. R. Chrislip has succeeded J. A. Lyons, who resigned to accept a position as deputy weighmaster at Hutchinson, as mgr. of the Langdon Co-op. Co.

Cummings, Kan.—The Cummings Grain Co. is installing new cup belt loading spout and re-roofing its house here. Mitchell and O. D. Amend are the owners.—O. D. Amend.

Norway, Kan.—H. A. Kelly, who has been mgr. of the Farmers Elvtr. Co. here, has purchased the general merchandise store at Montrose and will move there with his family.

Nickerson, Kan.—The Davidson Grain Co. of Hutchinson has purchased from Mr. Brown the elvtr. property of the Woodell Grain Co., located on the Mo. P. tracks. The new owners are remodeling the building. A. G. Vesburgh of Dodge City will be mgr.

Baldwin, Kan.—The elvtr. of the Douglas County Co-op. Ass'n burned at 3 a. m., July 22. About 1,000 bus. of wheat and a quantity of corn were damaged. The loss is partly covered by insurance.

Wamego, Kan.—Chas. E. Jones has succeeded E. P. Barrett, who resigned as mgr. of the Farmers Co-op. Mill & Elvtr. Co. Mr. Jones was formerly assistant mgr. of the Consolidated Elvtrs. at Hutchinson.

Jamestown, Kan.—The elvtr. here owned by the Baker-Crowell Grain Co. was recently sold to W. H. Morrison of Stockton, Kan. Charles Powell, who was mgr. for the former owners, will remain in that capacity.

McPherson, Kan.—We sold our elvtr. to C. E. Robinson of Salina and H. C. Rice of Wichita is running same. We have quit the grain business but are still in the lumber and coal business.—Home Lumber & Grain Co.

Ulysses, Kan.—The McClure Grain Co. is not out of business here. We closed our house because of lack of grain to buy until another crop. No one is operating it. I am working for the Security Elvtr. Co. at Rolla.—A. L. McClure.

Clifton, Kan.—The Morrison Grain Co. of Kansas City has purchased the old Caywood elvtr. here and is operating it. J. F. Blackman is mgr. The elvtr. was a property of the defunct Associated Mill & Elvtr. Co. of Kansas City and was bot by Charles Gill from whom the Morrison Grain Co. purchased it.

Rexford, Kan.—Robert Eubank has erected an 18,000-bu. frame, iron clad elvtr. here. The elvtr. is equipped with a 10-ton truck scale, a 6-bu. Richardson Automatic Scale, a 1,800-bu. an hour non-chokable leg, one 10- and one 2-h.p. motors, and a Kewanee Truck Dump. The Star Engineering Co. had the contract.

Coffeyville, Kan.—At a meeting of the directors of the Rea-Patterson Milling Co., which was held after the death of Edward S. Rea, pres. of the company, the following officers were elected: F. H. Patterson, pres., W. H. Read, vice-pres. and treas., and Wm. H. Rea, sec'y. A. T. Ragon is mgr. of the grain department.

McLain, Kan.—The 10,000-bu. frame, iron clad elvtr. erected here for the McLain Elvtr. & Mercantile Co. has been completed. The elvtr. is equipped with a 10-ton wagon scale, 4-bu. Richardson Automatic Scale, 6-h.p. type Z Fairbanks Engine, 1,500 bu. an hour non-chokable leg with rope drive and a Trapp Truck Dump. The Star Engineering Co. did the work.

LOUISIANA

Ponchatoula, La.—The Ponchatoula Feed Store has been incorporated as the Farmers & Merchants Grain Co., with a capital stock of \$6,000 which may be increased to \$15,000. A. T. Callahan will remain mgr.

MARYLAND

Baltimore, Md.—Wm. Stude, formerly a member of the firm of Otto Stude & Co., who retired because of ill health, has entirely recovered.

MICHIGAN

Grand Rapids, Mich.—Fred N. Rowe has succeeded the late William S. Rowe as pres. and general mgr. of the Valley City Milling Co.

Memphis, Mich.—Members of the Memphis Farm Bureau Local, a co-op. ass'n which operated the Memphis Farmers Elvtr., held a special meeting recently and increased the capital stock.

Detroit, Mich.—John O'Neil has succeeded Will Jossman as mgr. of the Caughey-Jossman Co., owners and operators of the American Elvtr. & Storage. Mr. Jossman is now associated with C. E. Dupuy & Co. in the feed and seed business at Pontiac.

Minden City, Mich.—Plans are being made for the organization of a farmers' co-op. stock elvtr. company here. The new company will include about 150 farmers and will be incorporated for about \$50,000. G. Patch, assistant director of markets of the State Agricultural College, has been here to aid the organization.

Albion, Mich.—Twenty thousand dollars of the \$25,000 required to buy the Albion Farmers Elvtr. Co.'s elvtr. here and to form a new concern to take over the company, which is in the hands of receivers, has been subscribed by farmers of this vicinity. If the necessary amount is raised a stock company will be formed.

Saginaw, Mich.—The annual meeting of the Michigan Hay & Grain Ass'n will be held at the Hotel Bancroft here, Aug. 21. There will be a business session both in the forenoon and afternoon, followed by a banquet at 7 p. m. Important topics will be on the program and Pres. Reidel is making arrangements to have a prominent speaker at the banquet.

Jackson, Mich.—The J. E. Bartlett Co. has sold its business to the Mutual Grain & Feed Co. and closed its offices after thirty years of operation. E. J. Fogell, who has been active mgr. for the J. E. Bartlett Co., will be retained by the new owners. J. E. Bartlett retired from active management several years ago and will make his home at Tampa, Fla. Mr. Abernathy, the former traffic mgr., will move to California.

MINNESOTA

Paynesville, Minn.—The elvtr. of the Lang Elvtr. Co. burned recently.

Conger, Minn.—Oliver Nelson is now mgr. of the elvtr. of the Speltz Grain & Coal Co.

Rushford, Minn.—The Farmers Elvtr. Co. will close until the new crop begins to move.

Cobden, Minn.—The elvtr. of the Cobden Farm Products Co. burned two weeks ago.

Barrett, Minn.—The elvtr. of the Barrett Grain Co. burned recently. Partially insured.

Caledonia, Minn.—The Peoples Co-op. Stock & Grain Co. will make extensive repairs to its elvtr.

Stephen, Minn.—James Gellispeie has let contract to the T. E. Ibberson Co. to repair his elvtr. here.

Donnelly, Minn.—The National Elvtr. Co. has built a new 5-bin coal shed. T. E. Ibberson had the contract.

Adams, Minn.—The Huntting Elvtr. Co. has let contract to the T. E. Ibberson Co. to repair its plant here.

Sherack, Minn.—The elvtr. of the Great Western Grain Co. here is being painted by the T. E. Ibberson Co.

Duluth, Minn.—R. W. Sedell and R. H. Lietze have recently been admitted to membership in the Board of Trade.

Lyle, Minn.—The Huntting Elvtr. Co. is making repairs on its elvtr. here. T. E. Ibberson Co. has the contract.

Ormsby, Minn.—Stockholders of the Ormsby Co-op. Grain Co., bankrupt, have asked that a receiver be appointed.

Hazel Run, Minn.—H. J. Jertson, who has been mgr. of the Hazel Run Produce Co. for 29 years, has resigned.

Slayton, Minn.—T. C. Hager has succeeded C. W. Rathlisberger, who resigned, as mgr. of the Farmers Grain & Lumber Co.

Angus, Minn.—The Great Western Grain Co. is having its elvtr. here painted and other general repairs made by the T. E. Ibberson Co.

Walnut Grove, Minn.—The Swoffer & Swoffer Elvtr. Co. has installed a new 10-ton scale and a Kewanee Dump. T. E. Ibberson Co. had the contract.

Parkers Prairie, Minn.—Shouts & Kremer installed a new dump in their elvtr. at this station.—L. G. Abraham, mgr., Farmers Equity Elvtr. Co.

Duluth, Minn.—O. E. Harris, formerly with the Kellogg Commission Co., is now representative of the F. M. Davies Co. of Minneapolis on this market.

Luverne, Minn.—The Luverne Co-op. Co. has assessed its stockholders 100 per cent. The company has been operating at a loss for the past two years.

Pelican Rapids, Minn.—H. E. Frazee has let contract for the erection of a concrete elvtr., feed mill and warehouse. The mill operated by him burned in May.

Genola, Minn.—The Genola Milling Co. has been incorporated by P. H. Tackett, H. C. Wilkes, Edward Langer and H. W. Meyer, with a capital stock of \$25,000.

Duluth, Minn.—Chas. William Swanstrom, who was flaxseed inspector of the Minnesota state grain inspection office here for 21 years, died July 31 after a long illness.

Marietta, Minn.—The elvtr. of the Security Elvtr. Co. is now owned by Kjelmlyr & Kjelmlyr. The house was remodeled and painted and opened Aug. 1.—R. Williams, agt.

Barnesville, Minn.—The Red River Seed & Grain Co. has been incorporated by Alfred A. Haagenson, S. E. Haagenson and Anton L. Knutson, with a capital stock of \$50,000.

St. James, Minn.—Allie West is now agent in charge of the Great Western Grain Co. here. Mr. Otness, former agent, is now mgr. of the Farmers Co-op. Elvtr. Co. at Fairfax, Minn.

Warren, Minn.—The National Elvtr. Co. has let contract to the T. E. Ibberson Co. to install new legs, boot tank, build a new office building and make general improvements on its plant.

Onamia, Minn.—The elvtr., warehouse and feed mill building erected here for C. E. Gravel has been completed and equipped with the latest machinery. T. E. Ibberson Co. did the work.

Bemidji, Minn.—At a recent meeting of the stockholders of the Farmers Elvtr. a 50 per cent assessment was voted. The company was operating at a loss but is now showing improvement.

Duluth, Minn.—R. C. Schiller, formerly with the International Grain Co. of Minneapolis, will represent the Rosenbaum Grain Corporation here. His office will do a cash and brokerage business.

Cedar Mills, Minn.—The Victoria Elvtr. Co. will erect a new elvtr. here. The lumber is being purchased from the Acme Elvtr. Co., owners of the building of the Cornwell Co.'s elvtr. at Litchfield, Minn., which is being taken down.

Fertile, Minn.—The Great Western Grain Co. of Minneapolis has let contract to the T. E. Ibberson Co. to repair its elvtr. here and install a new 10-ton Fairbanks Scale equipped with a truck dump, new foundations, new legs, and paint the elvtr.

Fairfax, Minn.—The Eagle Roller Mill Co. has had new Fairbanks Scales and a Kewanee Dump, new driveway, new office building erected, new legs, boot tank, new foundation and other repairs made on its elvtr. by the T. E. Ibberson Co.

Fergus Falls, Minn.—The Fergus Flour Milling Co. and the Red River Milling Co. have consolidated and hereafter will operate under the name of the Red River Milling Co. Officers of the new organization are C. W. Kaddatz, pres., D. A. Tennant, vice-pres., and Elmer E. Adams, sec'y-treas.

Duluth, Minn.—The Duluth office of the Fraser-Smith Co. has been closed and the business handled here will be taken over by the Tenney Co. C. B. Fisk, who was representative here, is now in charge of the Minneapolis office, together with J. Nicolin and F. B. Jaffray, who have been with the firm for a number of years. A. L. Flanagan will continue in charge of the Milwaukee office, assisted by Mr. Lodde, formerly with Runkle & Dadmun at Milwaukee.

MINNEAPOLIS LETTER.

D. P. O'Neill has been reappointed to the state board of grain appeals by Governor Preus.

Wm. F. Converse has severed his connection with Hallet & Carey Co. and will take charge of the new elvtr. erected for the Russell-Miller Milling Co.

H. J. Nicolin is now in charge of the wheat department of the Fraser-Smith Co. M. W. Smith recently purchased the interests of his partner, J. F. Fraser.

The firm of Atkins-Remund Co. has been discontinued. A. J. Atkins, pres. of the company, is going to California and R. L. Remund will take charge of the consignment department of Hallet & Carey Co.

Harry Idelkope, who claimed to be a qualified trader of the Chamber of Commerce, has filed a suit for \$20,000 against the Exchange, alleging he was thrown off the trading floor by employees of the Chamber of Commerce.

Thomas A. Brann, 83 years old, a retired grain dealer, died at his home here July 22. Mr. Brann came to Minneapolis in 1878 and was identified with local railways for 20 years. He then entered the grain business, operating in Minnesota, North Dakota and Canada.

An issue of a \$125,000 first mortgage 6½ per cent gold bonds is being offered for the Marfield Grain Co., secured by the 775,000-bu. terminal elvtr. of the company here. The proceeds will be used for the retirement of the balance of a serial bond issue and for additional working capital in anticipation of increasing storage capacity.

The following memberships in the Chamber of Commerce have been transferred: From Edw. E. Schober to Julian B. Seim and from Ray G. Sims to Geo. W. Banning. L. L. Corlett now represents Woodward-Newhouse Co., G. Goedhart represents the Vye Grain Co., Leo Fremble represents the Tenny Co., and B. Oyan represents the Brown Grain Co.

MISSOURI

Kissinger, Mo.—The Farmers Elvtr. Co. has completely overhauled and improved its elvtr. in preparation for the fall crop.

Salisbury, Mo.—Repairs are being made to the plant of the Model Mill Co. which include the enlargement of its elvtr. facilities.

Cedar, Mo.—The Dulle Milling Co. has improved its elvtr. here and installed a new dump and a 15-ton platform scale. Monolith Builders, Inc., had the contract.

Prairie Lick, Mo.—J. A. Brownfield and W. B. Simmons of Pilot Grove have purchased the elvtr. of John B. Bryan. The elvtr. has been closed for two years but the new owners will reopen it.

Eldorado Springs, Mo.—A fire which started in the mill of Eslinger Bros. July 30 destroyed that building and spread to the Farmers Elvtr. Co.'s elvtr. adjoining. The damage is estimated at \$50,000.

St. Joseph, Mo.—J. H. Dusenberry, who was in charge of the state grain inspection bureau, resigned Aug. 1 to become head of the financial dept. of the Missouri Wesleyan College at Cameron, Mo. F. E. Kellogg will succeed him.

Hume, Mo.—The Farmers Elvtr. Co. was struck by lightning some time ago. The bolt tore away part of the top to the high tank running down the side of the tile building into the head house onto the machinery doing considerable damage. The loss is estimated at about \$2,500.

Springfield, Mo.—Plans for the erection of the 40,000-bu. elvtr. to be built for the Lipscomb Grain & Seed Co. have been completed and work will start Sept. 1. A building program involving an expenditure of \$150,000 has been planned by the company but the elvtr., to cost \$40,000, will be erected first, and a warehouse and 6 storage tanks later.

St. Joseph, Mo.—H. H. Savage has organized the H. H. Savage Grain Co., of which he is president. The company opened for business Aug. 1 with offices in the Corby-Forsee Building. The new firm will operate the Elwood Elvtr. and conduct a general receiving and merchandising business. Mr. Savage was one of the organizers of the St. Joseph Grain Exchange and mgr. of the Marshall-Hall Grain Co. L. A. Cooksie, formerly connected with the Pendleton Grain Co. of St. Louis, is associated with him.

KANSAS CITY LETTER.

The Huffine Grain Co. has moved its offices from the Glover Bldg. to the Board of Trade Bldg.

Julian Scott has purchased the Board of Trade membership of J. H. Hollister, Jr., for \$8,300.

Loren J. Morgan has applied for membership in the Kansas City Board of Trade on transfer from H. H. Savage.

G. E. Charles has succeeded T. B. Armstrong, who resigned some months ago, as chief clerk of the Kansas City office of the Missouri state grain inspection and weighing dept.

D. E. Walter, who recently applied for membership in the Board of Trade on transfer from F. W. McCoy, is new mgr. of the grain purchasing dept. of the Pillsbury Flour Mills Corporation here.

The Kansas Flour Mills Co. is buying wheat for its new flour mill in North Kansas City and is expected to have its first unit of 3,000 bbls. daily capacity in operation by Aug. 15. The plant will have a total capacity of 6,000 bbls. The elvtr. of the new plant will have a capacity of one-half million bus. This company has recently taken out a Missouri state charter with a capital stock of \$91,000.

We have just recently incorporated the firm of Morgan Grain Co. of which L. J. Morgan is the pres. and Wm. G. Dilts is sec'y-treas. We intend to do a strictly cash receiving and shipping business in this market. We have capitalized at \$25,000 fully paid up and we are in the nature of a reorganized business succeeding the old firm of Dilts & Morgan, Inc. There is no connection between the old firm of Dilts & Morgan, Inc., and the Morgan Grain Co. except that the same officers have incorporated the new company and we have changed the name because the old company went into the hands of the receivers on Jan. 12 and are trying to emerge and re-enter the grain business in order to pay back in full the creditors the money which we owe them.—Wm. G. Dilts, sec'y, Morgan Grain Co.

The recent sale of some stock in the W. H. Marshall Commission Co. made no change in ownership. Our officers are: W. H. Marshall, pres., Edmund Marshall, vice-pres. and treas., and J. F. Hughes, sec'y.—W. H. Marshall Commission Co.

Thad L. Hoffman, vice-pres. of the Kansas Flour Mills Co., has applied for membership in the Kansas City Board of Trade on transfer from C. W. Lawless. The membership was sold by B. C. Moore, receiver for the Moore-Lawless Grain Co., for \$8,500.

W. C. Goffe, receiver for Dilts & Morgan, Inc., has filed suit against the National Surety Co. for the payment of the \$10,000 bond furnished for Paul Mathews, former mgr. of a branch office at Wichita, Kan. After the failure a shortage of about \$30,000 was disclosed in the Wichita office.

The preliminary statement of the Moore-Lawless Grain Co., which went into the hands of a receiver some time ago, shows that assets exceed liabilities by \$35,000, after the disposition of stock of wheat, kafir, oats and corn amounting to about 310,000 bus. This includes a book valuation of \$150,000 on the company's elvtr. at Leavenworth, Kan. When B. C. Moore, the receiver, took charge of the company, liabilities were about \$54,000. Memberships valued at \$26,500 were held by the firm, three of which were in the Kansas City Board of Trade and will be sold after Aug. 13, which is the time limit of 60 days allowed for filing claims. The office equipment and lease of the company has been sold. C. W. Lawless, who was a partner in the grain company with the late Guy A. Moore, is organizing a corporation to be known as the C. W. Lawless & Son Commission Co.

ST. LOUIS LETTER.

Richard W. Boisselier, 70 years old, died recently after a brief illness. He was a member of the Merchants Exchange since 1887.

The McClelland-DeArmond Grain Co. has changed its firm name to the McClelland Grain Co. R. R. DeArmond recently severed his connections with the company.

R. L. Canole of the R. L. Canole Grain Co. died suddenly July 31 of heart trouble at the age of 47. He formerly traveled for the Teasdale Commission Co. and was at one time a member of the firm of Canole-Weiler Grain Co.

Charles A. Wilson, who was in charge of the grain sampling department of the St. Louis Merchants Exchange but who resigned when that department was merged with the weighing department, is now wheat buyer for the Kehlor Flour Mills Co. of St. Louis.

Chas. H. Appel, for the past three years associated with Kellogg-Huff Commission Co., has commenced business as the C. H. Appel Commission Co. with offices in the Merchants Exchange, to handle grain and field seeds on consignment and to arrive. Mr. Appel was previously connected with grain and seed firms in St. Louis and Chicago for over 20 years.

E. C. Andrews, who has been vice-pres. and general mgr. of the Kehlor Flour Mills Co. for 13 years, resigned Aug. 1. J. Kehlor Carr will succeed him. Mr. Andrews has purchased an interest in the Black & White Milling Co., which is in the process of incorporation. The company has purchased the property of the Southern Roller Mills and began operations Aug. 1. Associated with Mr. Andrews are F. H. Deibel, pres. of the present Black & White Milling Co., and E. C. Andrews, Jr., of the Andrews Flour Co.

MONTANA

Ballantine, Mont.—The elvtr. of the Ballantine Grain Ass'n was struck by lightning July 25 and slightly damaged.

Outlook, Mont.—The motion to dismiss the appeal of the defendants in the lower court of Sheridan County was heard in the Montana Supreme Court recently, the action being that of the Outlook Farmers Elvtr. Co. against the American Surety Co. and Oscar J. Brown. The plaintiff elvtr. company was given a judgment in the lower court against Brown and the surety company, Brown having been mgr. of the company, and suit to recover \$6,973.88 from him resulting therefrom. The surety company was liable to the extent of its bond, \$3,000. Judgment having been entered for the company against them, defendants appealed, but the appeal is being resisted on the ground that the transcript and other papers were not filed within the time limit of the Supreme Court.

Richey, Mont.—The Imperial Elvtr. Co. is having a new Kewanee Dump installed and other general repairs made by the T. E. Ibberston Co.

Bridge, Mont.—We have let contract to the Hickok Construction Co. for the erection of a new cribbed elvtr. replacing the plant destroyed by fire July 16. The new plant will be strictly up-to-date in all particulars, equipped with electric power, 800-bu. cleaner, Kewanee Truck Dump and 10-ton scale. Work has been started and it is expected the elvtr. will be ready to receive grain Sept. 1.—Occident Elvtr. Co.

NEBRASKA

Omaha, Neb.—The Frank H. Brown Co. is out of business.

Unadilla, Neb.—George Rose is now in charge of the Duff Grain Co.'s elvtr.

Ulysses, Neb.—The Farmers Grain & Supply Co. has re-opened. A. Kilgore is now mgr.

Rulo, Neb.—M. A. Hurley, who was agt. for the Nye-Schneider-Jenks Co., has removed.

Fremont, Neb.—The Fremont Milling Co. sustained a small loss July 24 from fire in its frame mill.

Milligan, Neb.—The W. T. Barstow Grain Co. has purchased the elvtr. formerly operated by the Milligan Grain Co.

Arapahoe, Neb.—The Arapahoe Flour Mills are installing a new Fairbanks-Morse power unit and a complete electrical outfit.

Clarks, Neb.—A. Masters, who was agent for the T. B. Hord Grain Co. here is now agent for the company at Grand Island, Neb.

Bertrand, Neb.—The East Elvtr., which was formerly owned by the Bodman-McConaughy Co., has been purchased by Johnson & Johnson Co.

Omaha, Neb.—The Van Wickle Grain & Lumber Co. has closed its office here but will continue in business at York and elsewhere in Nebraska.

Havelock, Neb.—The elvtr. of the Aden Grain, Feed & Coal Co. was damaged by fire June 7, caused from locomotive sparks. Loss, \$300; fully insured.

Oxford, Neb.—I am again mgr. for the O. N. Kellogg Grain Co. O. B. Elliott, former mgr., is going to Amherst, Colo., to manage the company's elvtr. there.

Sargent, Neb.—The elvtr. of David Welch burned July 28. The loss is estimated at \$10,000. New machinery and belting was recently installed in the elvtr.

Eldorado, Neb.—The elvtr. property of the Farmers Co-op. Co. was sold at auction July 18 to the J. F. Grosshans Grain & Lumber Co.—E. M. Bengtson, trustee.

Kearney, Neb.—The Kearney Flour Mills Co. has been incorporated to conduct a general milling and elevator business. Capital stock, \$50,000. Frank F. Roby is pres. of the company.

Hay Springs, Neb.—We bot the Nye-Schneider-Jenks elvtr. here but sold out to W. A. Krouse, who will run the elvtr. We are still in business at Sterling, Colo.—James A. Moore.

Omaha, Neb.—George C. Johnson is mgr. of the business of the National Grain Commission Co., a subsidiary of the Farmers Union of Nebraska, with offices in the Omaha Grain Exchange Building.

Dodge, Neb.—I am no mgr. of the Nye-Schneider-Jenks Co. here. I was connected with the Western Wheat Co. of Kimball, Neb., but sold my interests in that company about a year ago.—F. J. Vnuk.

Brickton (Hastings p. o.), Neb.—We purchased the Brickton Elvtr. site in 1921 and rebuilt the elvtr. The Hastings Mills are operating the house on a percentage basis.—C. E. Dinsmoor, mgr., Hastings Mills.

Omaha, Neb.—Thos. B. McPherson, a pioneer banker and stockman, died July 22 at his home in Thurmont, Md. Mr. McPherson was at one time connected with the Omaha Elvtr. Co. He is survived by his wife, one daughter and two sons.

Omaha, Neb.—By a recent decision of the Supreme Court the Albers Commission Co. is required to pay the Holmquist Elvtr. Co. the value of two cars of corn sold to a bankrupt member. The question was the application of the proceeds of the sale, whether to the member's account or to seller's account, and the effect is to protect sellers.

NEW ENGLAND

Boston, Mass.—L. A. Pike has succeeded Seth Catlin as chief grain inspector and weighmaster here.

Haverhill, Mass.—The hay and grain storehouse of J. O. Ellison burned July 21 with an estimated loss of \$10,000.

NEW JERSEY

Bridgeton, N. J.—A fire which started in the grain elvtr. of Isaac Serata & Sons, destroyed the plant, together with a motor truck and wagons and some grain and feed. Loss, \$75,000; insured.

NEW YORK

Syracuse, N. Y.—The New York Hay & Grain Dealers Ass'n will hold its annual meeting here Aug. 23 and 24.

Williamson, N. Y.—The United States Feed & Grain Merchants, Inc., has been incorporated with a capital stock of \$50,000.

Buffalo, N. Y.—The Anchor Grain Co., which operated one of the plants of the Globe Grain Co. under lease, has suspended business.

New York, N. Y.—Suzuki & Co., importers and exporters of Kobe, Japan, with branch offices at New York, Portland, San Francisco and Seattle, have changed their name to Suzuki & Co., Ltd.

Oswego, N. Y.—Plans for the state owned elvtr. to be erected here, which were prepared by Dwight B. La Du, state engineer, have been approved by the State Canal Board. It is estimated that the elvtr. will cost about \$1,202,609.

New York, N. Y.—Henry Leverich has withdrawn from the firm of Brinckley-Evans-Leverich Co., which makes Brinckley Evans sole owner. Mr. Leverich has become associated with Jas. E. Bennett & Co. of Chicago and will represent that firm in New York.

Rochester, N. Y.—A settlement has been made in the case of the Newman Grain Co. against Miss B. Frances Heidelmeier, a former bookkeeper, who was convicted of stealing money from the tills of the company. A prison sentence of two to four years was suspended and the defendant placed on parole for five years, making weekly payments until a total of \$5,000 has been returned.

NORTH DAKOTA

Leal, N. D.—Geo. Wilson is now in charge of the Leal Farmers Exchange Co.

Tunbridge, N. D.—The elvtr. of the Tunbridge Farmers Elvtr. Co. burned July 27.

Keith, N. D.—The elvtr. of the Farmers Grain Co. is being repaired by the T. E. Ibberson Co.

St. Thomas, N. D.—The elvtr. of James Whalen is being repaired by the T. E. Ibberson Co.

Ellsberry, N. D.—The Farmers Grain Co. is having its elvtr. repaired by the T. E. Ibberson Co.

Hoopel, N. D.—The elvtr. of the National Elvtr. Co. is being repaired by the T. E. Ibberson Co.

Grand Forks, N. D.—A wagon dump will be installed in the elvtr. by the State Industrial Commission.

Brocket, N. D.—The elvtr. operated by Albert J. Anderson was struck by lightning July 18 and slightly damaged.

Lawton, N. D.—The Farmers Grain Co. is making repairs on its plant here. T. E. Ibberson Co. has the contract.

Jessie, N. D.—The elvtr. of the Great Western Grain Co. has been repaired. T. E. Ibberson Co. had the contract.

Doyon, N. D.—The Farmers Co-op. Elvtr. Co. is having repairs made to its plant. T. E. Ibberson Co. has the contract.

Cooperstown, N. D.—The elvtr. of the Great Western Grain Co. is being repaired. T. E. Ibberson Co. is doing the work.

Elliott, N. D.—The Farmers Grain Co. will install additional new cleaning equipment. T. E. Ibberson Co. will do the work.

Cathay, N. D.—The Cathay Farmers Elvtr. which was recently damaged by a storm, will be repaired by the T. E. Ibberson Co.

Kellogg, N. D.—The elvtr. of the Great Western Grain Co. is being painted and other repairs made by the T. E. Ibberson Co.

Appam, N. D.—This elvtr. is going to install a truck and sleigh dump this year.—Leonard E. Broe, mgr., Appam Farmers Elvtr. Co.

McHenry, N. D.—The Great Western Grain Co. is making extensive improvements in its elvtr. here. T. E. Ibberson Co. has the contract.

Oriska, N. D.—C. F. Schoen has let contract to the T. E. Ibberson Co. to put in new foundations and also make general repairs to his elvtr.

Derrick, N. D.—The Farmers Grain Co. of Devils Lake is having repairs made on its elvtr. here. T. E. Ibberson Co. is doing the work.

Manvel, N. D.—The Manvel Elvtr. Co. has been incorporated by J. P. Poupore, Geo. Udenby and C. E. Colosky, with a capital stock of \$25,000.

Kloten, N. D.—The Kloten Grain Co. will install a new engine and also make general repairs on its elvtr. T. E. Ibberson Co. has the contract.

Dickenson, N. D.—The elvtr. operated by the Russell Miller Milling Co. was slightly damaged by fire July 22 as a result of being struck by lightning.

Gardner, N. D.—The elvtr. of Bolmeier Bros. at this place is being taken down and moved to another location. T. E. Ibberson Co. is doing the work.

Maida, N. D.—The elvtr. of the Farmers Elvtr. Co. will be closed from July 26 until Aug. 12. Alvin Anderson has been re-elected mgr. of the plant.

Roth, N. D.—The Winter-Truesdell-Ames Co. of Minneapolis has had its elvtr. here repaired and new foundations put in. T. E. Ibberson Co. did the work.

Roth, N. D.—A new foundation and other repairs are being made on the plant of the Farmers Elvtr. Co. here. T. E. Ibberson Co. is doing the work.

Hensel, N. D.—The National City Elvtr. Co. is installing a new Fairbanks Dump Scale and a Kewanee Dump in its elvtr. T. E. Ibberson Co. has the contract.

Walcott, N. D.—H. B. Lee, formerly of Guelph, N. D., has succeeded J. G. Tweeten, who resigned, as mgr. of the Walcott Equity Elvtr. & Trading Co.

Hankinson, N. D.—The Farmers Terminal Elvtr. Co. here has installed two new legs and made other general repairs. T. E. Ibberson Co. had the contract.

Inkster, N. D.—The Great Western Grain Co. has let contract to T. E. Ibberson Co. for a new foundation and to make other general repairs on its elvtr. here.

Fairdale, N. D.—The Spaulding Elvtr. Co. of Warren, Minn., has had a new foundation built and made general repairs to its elvtr. T. E. Ibberson Co. had the contract.

Wildrose, N. D.—The National Elvtr. Co. of Minneapolis is installing a Fairbanks Scale and a Kewanee Dump in its elvtr. here. T. E. Ibberson Co. has the contract.

Sydney, N. D.—The Winter-Truesdell-Ames Co. of Minneapolis is having new foundations put under its elvtr. and other general repairs made by the T. E. Ibberson Co.

Selfridge, N. D.—Jake Weisz, grain buyer for the Dodge Elvtr. Co. of Underwood, N. D., will take charge of the elvtr. being erected here for that company when it is completed.

Loma, N. D.—New foundations and general repairs are being made on the Spaulding Elvtr. at this place. The elvtr. is also being painted. T. E. Ibberson Co. is doing the work.

Ryder, N. D.—The Farmers Equity Elvtr. at this place has let contract to T. E. Ibberson Co. to install a dump, new foundation and also make some general repairs to the plant.

Mantador, N. D.—The Mantador Grain Co. has been incorporated by F. Klosterman, Leo Lenz, C. H. Klosterman, Lawrence Jantz, and W. J. Klosterman; capital stock, \$50,000.

Kelso, N. D.—The Equity Elvtr. & Trading Co. is making general repairs on its plant here. A truck dump and other equipment has been installed. T. E. Ibberson Co. has the contract.

Fortuna, N. D.—The 50,000-bu. elvtr. being erected for the Farmers Elvtr. Co. by the T. E. Ibberson Co. is nearing completion. The elvtr. will be equipped with 2 legs, cleaning equipment, truck dump scales, and a 25-h.p. Fairbanks-Morse Engine. The house has 24 bins. Coal sheds, flour sheds and warehouses were also erected.

Grand Forks, N. D.—N. R. Tacklind of Drayton, pres. of the State Country Grain Shippers Ass'n, has been placed in charge of the elvtr. dept. of the North Dakota Wheat Growers Ass'n.

Lehr, N. D.—The elvtr. erected for Ziegenhagel & Fleichtner has been completed and is now in operation. The elvtr. has 12 bins and has a total capacity of 25,000 bus. T. E. Ibberson Co. had the contract.

Brantford, N. D.—The St. Anthony & Dakota Elvtr. Co. is installing a Kewanee Truck Lift and the Equity Co-op. Exchange is repairing the receiving scale and other parts of the elvtr.—C. H. Nobes, agt. St. Anthony & Dakota Elvtr. Co.

Calvin, N. D.—The Winter-Truesdell-Ames Co. is putting new foundations under the elvtr. here and making other general improvements. T. E. Ibberson Co. has the contract. This is the elvtr. the company recently purchased from the Bran Elvtr. Co.

Grand Forks, N. D.—Members of the board of managers of the State Mill & Elvtr. appointed by Governor R. A. Nestos, held their first meeting July 31. J. R. Carley of Grand Forks was named chairman of the board and K. C. Nelson, who is acting auditor at the mill and elvtr., was chosen sec'y.

The North Dakota Grain Inspection Law has been declared invalid by the state's attorney-general. The bill, which placed the duty of inspecting weights and measures in the hands of county sheriffs, effective July 1, was passed by the state legislature with less than a two-thirds vote, and since a previous law had placed the duty of inspecting weights in the hands of the state supervisor of grain and grain grades, the new law is not effective. Fees which might be charged by the sheriffs were provided for in the new law.

OHIO

Austin, O.—J. C. Hahn has purchased the mill here.

Monroeville, O.—E. W. Armstrong Co. is out of business.

Austin, O.—The Austin Grain & Coal Co. has built a grain elvtr. here and is operating it.

Englewood, O.—We lost our railroad last August 1 and we are now handling mostly feed.—Orville Baker.

So. Solon, O.—Guy Curry & Co. have purchased the elvtr. of L. C. Titus & Co. here and are operating it.

Columbus, O.—The Franklin Hay & Grain Co. has moved from the Schultz Building to the Joyce Realty Bldg.

So. Charleston, O.—Dewey Bros. of Blanchester, O., who recently purchased the elvtr. of L. C. Titus & Co., are operating it.

Fairview, O.—A large concrete bin owned by the G. G. Campbell Elvtr. collapsed under the weight of a large amount of wheat.

Frankfort, O.—J. W. Ott has leased and is operating the grain elvtr. here formerly owned by the Western Grain & Lumber Co.

Republic, O.—Fred Gottfried, sec'y of the Republic Elvtr. Co., has been elected pres. of the Seneca County Elvtr. Ass'n, recently formed by stockholders and officers of all co-op. elvtrs. in Seneca County.

Saint Paris, O.—Our new 20,000-bu. elvtr., erected by Jas. W. Heaston, has been completed with modern equipment and electric power.—J. C. Heaston, sec'y and mgr. of Farmers Grain & Feed Co.

Williamsport, O.—Fred C. Betts has sold his interests in the firm of B. B. Yates & Co. to Webb Hunsiker and the firm will now be known as the C. W. Hunsiker & Co., C. W. Hunsiker being the only member.

Mt. Sterling, O.—H. M. Crites & Co. of Circleville have taken over the elvtrs of Fred C. Betts & Co. at this place and Cooks Station and will operate them. George S. Dresbach will manage both elvtrs.

Malinta, O.—The Malinta Elvtr. Co. has been incorporated by J. C. Shawber, A. W. Smith, Henry Geist, Henry F. Pohlman and A. E. Marker to buy and sell grain and feeds of all kinds. Capital stock, \$15,000.

Lucasville, O.—Work has been started on the new combined flour mill and grain elvtr. for the Zeisler Grain Co. The latest machinery will be installed which includes a 100-h.p. engine. The company will manufacture cereal products of all kinds. The Waverly Construction Co. has the contract.

Defiance, O.—The Farmers Grain Co. has been incorporated with a capital stock of \$6,000, by S. I. Gruner, Verna M. Gruner, E. W. Costello, W. M. Roehrig and Rosa Roehrig. This is the result of the recent death of Lewis C. Roehrig, who was pres. of the Farmers Grain Co. The grain company was an individual concern before his death.

OKLAHOMA

New members of the Oklahoma Grain Dealers Ass'n recently elected are the Mustang Farmers Grain Co., Mustang; and Ruttman & Kay, Mooreland.

Shawnee, Okla.—The plant of the Shawnee Milling Co. is being remodeled and additional machinery installed which will increase the capacity of the mill from 400 to 600 bbls. a day.

Blackwell, Okla.—Repairs and improvements are being made on the plant of the Blackwell Mill & Elvtr. Co. which include a new concrete floor in the engine room, enlarged water reservoir and the repairing of boilers and machinery. The mill is again in operation.

Guthrie, Okla.—The property of the Gresham Flour Mills Corporation, formerly the Guthrie Mill & Elvtr. Co., was bot by H. O. Miller, state superintendent of warehouses, acting for the Oklahoma Farmers Co-op. Ass'n, for \$38,000. The appraised value of the property was placed at \$223,000.

The district court of Oklahoma has held constitutional the Oklahoma warehouse act of the recent legislature, which carried a fund of \$1,250,000 to be invested in securities of co-op. ass'ns desiring to erect warehouses and terminal elvtrs. John Vette, a wheat farmer, questioned the constitutionality of the act and secured a temporary injunction against the use of any of the fund. An appeal will be taken.

OREGON

Portland, Ore.—Trading of Oregon oats was again resumed on the Merchants Exchange Aug. 5 displacing the Eastern oats.

Springfield, Ore.—The Springfield Mill & Grain Co.'s plant, which was closed a few days for repairs and fumigation, is again operating.

Klondike, Ore.—The Klondike Farmers Warehouse Co. has been incorporated with a capital stock of \$50,000 by V. H. Smith and Clyde L. Fridley. Warehouses and elvtrs. will be operated.

Portland, Ore.—Strauss & Co., grain merchants of London, England, have incorporated here with a capital stock of \$1,000,000. The company took over the Northern Grain & Warehouse Co. on Aug. 1, in which it had an interest.

Harrisburg, Ore.—The two warehouses here owned by May & Senders Co. have been purchased by the Harrisburg Realty Co. of which W. E. Wadsworth and his son, Elmer, are mgrs. The new owners will begin the warehouse business at once, handling everything in hay and grain.

Portland, Ore.—R. A. Ganong, who was formerly local mgr. for the Portland Flouring Mills Co., is again associated with the company with headquarters here. For the past year he has been mgr. of the Eugene Mill & Elvtr. Co., a branch of the Kerr-Gifford Co., at Eugene. Jos. Ganong, his brother, is now mgr. of the Kerr-Gifford Co. with headquarters here.

Portland, Ore.—The com'ite working on plans for establishing a larger and better Merchants' Exchange met July 23 to receive the report of a special com'ite appointed to work out details of the plan. The plan calls for the purchase of the present exchange by issuance of 250 shares of stock to be sold at \$100 each, however this may not be carried out. The present exchange would be moved to larger quarters and the shipping, lumber and allied interests are assisting the grain exchange in the project.

PENNSYLVANIA

Philadelphia, Pa.—Woolman & Co. have been proposed for membership in the Commercial Exchange.

Nunnery (Waynesboro p. o.), Pa.—The grain elvtr. and warehouse of John C. Trace burned July 8. Loss, \$8,000.

Pittsburgh, Pa.—R. W. Young of Young & Fischer was expelled from the Grain & Hay Exchange of Pittsburgh, July 20, for uncommercial conduct, severing all relations between the firm and the Exchange.

Philadelphia, Pa.—John K. Barclay, 91 years old, a retired manufacturer of linseed oil, died July 10 at the home of his son, Wm. K. Barclay.

Pittsburgh, Pa.—Charles V. Herb, age 66, of Herb Bros. & Martin, died at his home here July 13. He retired from active business in 1921. He was a member of the Chamber of Commerce and the Pittsburgh Grain and Hay Exchange.

Five Forks, Pa.—The Five Forks Flour Mill, which is owned by V. H. Bean, burned July 31. It is believed that robbers set fire to the building in order to conceal a theft, as all the books of the concern were taken from the safe. Between 1,100 and 1,200 bus. of wheat, flour, corn and a large quantity of feed was destroyed. The loss is estimated between \$15,000 and \$20,000.

SOUTHEAST

Birmingham, Ala.—The warehouse being erected for the Plosser-Knecht Flour & Grain Co. is nearing completion.

Atlanta, Ga.—Doremus, Daniel & Co., stock brokers, also holding membership in the Chicago Board of Trade and the cotton exchanges, have announced they will liquidate.

Norfolk, Va.—The Port Commission has decided to add 600 ft. of conveyor galley to the Municipal Elevator, so as to provide 1,000 feet of dock space for grain loading. The 400 ft. gallery on the land side is nearing completion and the new gallery will be equipped just like the first unit. The second unit like the first is being designed and planned by the Folwell-Ahlskog Co., who will also supervise its construction.

SOUTH DAKOTA

Badger, S. D.—Elvtr. No. 2 of the Farmers Co-op. Grain Co. burned July 24.

Britton, S. D.—The Farmers Co-op. Grain Co. is having its power house remodeled.

Vienna, S. D.—G. M. Thompson of Burch is now mgr. of the Vienna Farmers Elvtr. Co.

Springfield, S. D.—The Co-op. Elvtr. Co. has been incorporated with a capital stock of \$25,000.

Hudson, S. D.—The Hunting Elvtr. Co. has had its elvtr. repaired by the T. E. Ibberson Co.

Fullerville (Missionhill p. o.), S. D.—The Fullerville Grain Co. is making general improvements to its elvtr.

Hitchcock, S. D.—The Eagle Roller Mill Co. has let contract to the T. E. Ibberson Co. to repair its elvtr. here.

Lake Preston, S. D.—The Eagle Roller Mill Co. has let contract to the T. E. Ibberson Co. to repair its plant here.

Unityville, S. D.—The elvtr. of the Sun Prairie Elvtr. Co. was struck by lightning recently and slightly damaged.

Northville, S. D.—The elvtr. of the Northville Farmers Elvtr. Co. was struck by lightning July 20 and was slightly damaged.

Emery, S. D.—We bot the D. Raugust Elvtr. and John Browen will run it for us. We now have two elvtrs. here.—J. Driscoll & Son.

Bloom, S. D.—The elvtr. of the Bloom Farmers Elvtr. Co. was struck by lightning July 19 with slight damage, which will be repaired.

Estelline, S. D.—The Farmers Co-op. Co. is having motors installed in its elvtr. and general repairs made by the T. E. Ibberson Co.

Pollock, S. D.—The new 25,000 bu. elvtr. being erected here for the Pollock Farmers Elvtr. Co. by the T. E. Ibberson Co. is nearing completion.

Colman, S. D.—The Farmers Co-op. Elvtr. Co. has been incorporated with a capital stock of \$50,000 by Henry Boomer, Peter Gedwelske and J. Hockenga.

Tea, S. D.—The grain elvtr. and coal sheds of the McCaull-Webster Elvtr. Co. burned July 21. The loss is estimated between \$20,000 and \$25,000; fully insured.

Miranda, S. D.—The Farmers Elvtr. Co. is installing a new pan, leg, cleaner, Fairbanks Engine and all new machinery. T. E. Ibberson Co. has the contract.

La Boit, S. D.—The new 25,000 bu. elvtr. being erected here for the Farmers Grain & Live Stock Co. is nearing completion. T. E. Ibberson Co. has the contract.

Madison, S. D.—The Merchants Elvtr., which is owned by the Farmers Elvtr. Co., burned Aug. 6. The fire started in the pit of the elvtr. The loss is estimated at \$2,000.

Lebanon, S. D.—The stockholders of the Lebanon Equity Exchange have decided to install a manlift and an automatic scale and are also considering a cleaner.—A. Wachtel, mgr.

Akaska, S. D.—The Akaska Equity Exchange has installed new legs, new 10-ton Fairbanks Dump Scale and a dump. General repairs were also made on the plant by the T. E. Ibberson Co.

Harrisburg, S. D.—At the recent annual meeting of the Farmers Elvtr. & Supply Co., Mgr. H. A. Olson was retained for another year, the company having enjoyed a very successful year.

Waterman, S. D.—The elvtr. here of the Faulkton Farmers Elvtr. Co. of Faulkton, S. D., is being repaired and new legs, dumps and an engine are being installed by the T. E. Ibberson Co.

McLaughlin, S. D.—The McLaughlin Equity Exchange is having motors, Link Belt Silent Chain Drives, Kewanee Dump, and other equipment installed in its elvtr. here. T. E. Ibberson Co. has the contract.

Ferney, S. D.—The Van Dusen Elvtr. Co. has let contract to the T. E. Ibberson Co. for the erection of a 30,000-bu. 12-bin elvtr., fully equipped with one leg, Kewanee Dump, scale and 15-h. p. Fairbanks Engine.

Dell Rapids, S. D.—The Magnus & Zeek house here, which is owned by the First National Bank, is closed. The house was rented to W. G. Milne last season and presume he will use it again this year.—X.

Lake Preston, S. D.—Gunder Lunde is now using his new coal handling plant which has ten bins and a capacity of 1,000 tons. The plant has been equipped with machinery for unloading cars. T. E. Ibberson Co. had the contract.

Wessington Springs, S. D.—The Wessington Springs Grain Co. has been incorporated by Gustave Teide, Otto Winter and Gustave Winter with a capital stock of \$10,000. The company has purchased the elvtr. of the South Dakota Grain Co.

Gettysburg, S. D.—The Eagle Roller Mill Co. has let contract to the T. E. Ibberson Co. for the erection of a 25,000-bu. elvtr. with 12 bins and one leg and to be equipped with a 10-ton Fairbanks Dump Scale and a Kewanee Dump. Motors are being used for power.

Beebe, S. D.—The Roscoe Grain Co. of Roscoe, S. D., has purchased the elvtr. of the Farmers Elvtr. Co. here. The members of the firm who will take an active part in the management of the elvtr. are Messrs. Light & Potter. The house is being put into condition to receive fall grain.

Mahto, S. D.—The McLaughlin Equity Exchange of McLaughlin has let contract to the T. E. Ibberson Co. for the erection of a 35,000-bu. elvtr. here. The elvtr. will have 14 bins, two legs and be equipped with a 15-h.p. Fairbanks Engine, a scale, and a Kewanee Dump. A dwelling house will also be built.

Harrold, S. D.—The Hoese & Lueth Grain Co. of Spencer, S. D., has let contract to the Younglove Construction Co. for the erection of a 20,000-bu. elvtr. The equipment will consist of a dump, automatic scale, 10-ton dump scale and a 10-h.p. Fairbanks Engine. The building will be covered with galvanized iron siding.

TENNESSEE

Dresden, Tenn.—The old Irvine flour mill building, now owned by Levy, Maiden & Brooks, burned at 5 a. m., July 28.

Memphis, Tenn.—The recently incorporated Tri-State Milling Co. has let contract for the erection of a steel and re-inforced concrete flour mill for the manufacture of whole wheat flour, with a capacity of 25,000 bus. The building will cost approximately \$12,500.

TEXAS

Dallas, Tex.—The plant of the Liberty Grain Co. burned July 22. Loss, \$50,000.

Weatherford, Tex.—The J. J. Bradfish Grain & Elvtr. Co. has installed a grain cleaner.

Arlington, Tex.—Tharp & Mitchell have erected a new grain house for storage purposes.

Happy, Tex.—The Chapman Milling Co. overhauled its elvtr. here and installed a new 10-ton wagon scale and truck dump and also put on new iron siding. The Star Engineering Co. did the work.

Palestine, Tex.—W. M. Keller has succeeded Julius H. Pearlstone as pres. of the Palestine Grain Co.

Stamford, Tex.—The Stamford Mill & Elvtr. Co. is erecting a storage building adjacent to its elvtr. plant.

Stratford, Tex.—The Cator Grain Co. is now known as the Barnes & Douglas Elvtr. Co.—C. C. Barkham.

Houston, Tex.—The John S. Metcalf Co. has announced that plans will be out for bids on the municipal elvtr. about Sept. 1.

Floydada, Tex.—The R. C. Ayres Grain & Milling Co. of Plainview has leased the Boothe Bros. elvtr. here. R. M. Ayres will be in charge of the local plant.

Hale Center, Tex.—The Chapman Milling Co. has overhauled its elvtr. here and installed a new 10-ton wagon scale and truck dump. The Star Engineering Co. did the work.

Umbarger, Tex.—We are completing a 12,000-bu. elvtr. on the A. T. & S. F. Railway. We will deal in wholesale grain, hay and field seeds.—J. W. Hicks, mgr. Farmers Elvtr. Co. This company was recently incorporated.

San Juan, Tex.—The elvtr. here has been sold to C. A. Hopkins of Mulvane, Kan., who is now operating under the name of the Community Grain Co. Wm. J. Buttschau, former owner, operated under the same name.

Stratford, Tex.—The Chapman Milling Co. has overhauled its elvtr. here and installed a new 10-ton wagon scale and truck dump. The Star Engineering Co. had the contract. A. L. Harrison has succeeded C. C. Barkham as mgr.

Houston, Tex.—Officers of the Ross-Carter Grain Co., successors to the Thompson-Grace Co., are B. C. Ross, pres. and mgr., C. M. Carter, vice-pres., and Mrs. Ethel C. Ross, sec'y-treas. B. C. Ross was formerly mgr. of the Waldman-Ross Grain Co. of Houston and C. M. Carter is connected with the Carter Grain Co. of Bay City, C. M. Carter Grain Co. of Ft. Worth and the A. B. Deats Grain Co. of Cleburne.

UTAH

Ogden, Utah.—The Sperry Elvtr. & Storage Co. has increased its capital stock from \$25,000 to \$250,000. The company organized to operate the Sperry elvtr. interests in Idaho. S. B. McNear, San Francisco, is pres. of the company, Joseph M. Parker, vice-pres. and director, J. H. De Vine, director and assistant sec'y, and W. B. Felt, San Francisco, sec'y.

WASHINGTON

Mabton, Wash.—The Macdonald Grain Co. has put in a new approach to the warehouse.

Mabton, Wash.—The Mabton Milling Co. has increased its capital stock from \$13,000 to \$20,000.

Creston, Wash.—The Seattle Grain Co. will reopen its warehouse here with R. L. Hedrick as mgr.

Mohler, Wash.—F. M. Fleisch has accepted the agency of the Odessa Union Warehouse Co. here.

Ritzville, Wash.—The O'Neill Grain Co. has let contract for the erection of a new warehouse for wheat.

Creston, Wash.—C. A. Conners of Withrow is in charge of the Milwaukee Grain Elvtr. Co.'s warehouse.

Kelso, Wash.—Joseph Schuss, pres. of Hartman & Nathan, has purchased the store of Charles Olson of this place.

Colton, Wash.—The Seattle Grain Co. is building a new warehouse and elvtr. here to replace the one recently taken down.

Sequim, Wash.—The Clallam Grain Co. has been incorporated with a capital stock of \$7,500 by C. C. Hauptly and Archie L. Brown.

Mansfield, Wash.—The Seattle Grain Co. has leased the Farmers Elvtr. here and will use it in connection with its warehouse this fall.

Tacoma, Wash.—C. E. Curran has resigned as mgr. of the Tacoma Grain Co., which is owned by the Centennial Mill Co. of Seattle.

Malden, Wash.—The Milwaukee Grain & Elvtr. Co. is tearing down one of its warehouses here and moving it to Kenova, six miles west, to enlarge warehouse facilities at that point.

Toppenish, Wash.—The Superior Court refused to grant the petition of N. Sauve and Capalungun for a receiver for the Toppenish Elvtr. Co. and has set the case for a September hearing.

Palouse, Wash.—The A. J. Webster Grain Co. is no longer with the Milwaukee Grain Co. The company has taken charge of the Seattle warehouse at Fallons and will buy for that firm at Fallons.

Toppenish, Wash.—The names of the new directors reorganizing the Toppenish Elvtr. Co. are Wm. Luckkart, H. C. Ham, A. Kingrey, A. M. Fraser, Joe Belair, J. W. Lusby and A. T. Anderson. The officers are H. C. Ham, pres., A. Kingrey, vice-pres. and A. T. Anderson, sec'y-treas. The elvtr. building has been overhauled and put in condition to receive and store grain this season.—Toppenish Elvtr. Co.

Olympia, Wash.—Suit to test the validity of a provision in a grain warehouse rate order issued last November by the dept. of public works, which required all operators to refund to growers any amounts collected on the 1922 crop in excess of the new rates, will be instituted. Director of Public Works Kuykendall stated that operators were paying refunds, which were ordered paid July 15, under protest. Reparations will total \$10,000.

Waterville, Wash.—The Macdonald Grain Co. of this place, which operates warehouses along the Mansfield branch and at Waterville, has leased the warehouses at the following stations along the line owned by the Milwaukee Grain & Elvtr. Co.: Ray Cooper will be in charge of the Waterville houses, Otto Schluenz in charge at Supples; H. O. Black at Douglas; C. E. Murphy at Alstown; J. R. Marney at Withrow, and W. R. Gallaher at Mansfield.

Spokane, Wash.—The Spokane Flour Mills Co. has been incorporated with a capital stock of \$588,600. The company will take over the property of the Spokane Flour Mills Co. and the Seattle Flour Mills Co., which includes the flour mill here, a flour mill in Seattle and one in Pendleton, Ore. L. C. Lens, who was formerly in charge of the Hammond Mill of Seattle, owned by the Seattle Flour Mills Co., is pres. and general mgr. of the company. He will be in charge of the Spokane mill. Henri Commelin is sec'y-treas. and D. L. Huntington and Robert Insinger, directors.

WISCONSIN

Frederic, Wis.—Ernest Carlson of Grantsburg has purchased the Frederic Roller Mills and taken possession.

Marinette, Wis.—Robt. E. Cleary of Escanaba, formerly of Menominee, has purchased the Marinette Flour Mill Co.'s plant.

Manitowoc, Wis.—The Cereal Products Co., by a compromise of litigation of four years' standing, got a refund of taxes and reduction of assessment on its property. The assessment has averaged \$850,000, while the actual value was held to be \$400,000. The company agreed to a valuation of \$500,000 and accepted \$15,000 as a refund as a concession from its original claims of \$43,000.

MILWAUKEE LETTER.

The membership of L. G. Bournique in the Milwaukee Chamber of Commerce has been transferred to Milton W. Baer Additional.

The Rialto Elvtr. of Donahue-Stratton Co. has been declared regular under the rules of the Chamber of Commerce beginning Aug. 1.

The firm of Runkel & Dadmun, grain receivers, discontinued business July 20. Wm. F. Lodde, who was barley salesman for the company, has become associated with the Fraser-Smith Co. at Milwaukee in the same capacity.

The Milwaukee Chamber of Commerce can now furnish shippers in the interior the bids on to arrive grain daily, thru an arrangement with the Western Union Telegraph Co., which will charge each customer receiving the bids at the rate of \$7.50 per month.

CONTROL of the grain trade is sought in a bill now before the Argentine government. The bill proposes the establishment of standard classifications for all grain under which all transactions would have to be made. Warehouses would be obliged to issue warrants against grain stored in them. An appropriation of 50,000,000 pesos to build elevators in producing centers is also asked.

Grain Carriers

THE COARSE grain rate will continue to be 10 per cent less than the wheat rate in western territory, the Interstate Commerce Commission decided in No. 12929.

THE WELLAND Canal was closed on July 20 for a break and when it opened three days later there were 55 vessels awaiting passage. It was the first break in the history of the canal.

A HEARING will be held Sept. 10 at Chicago by Examiner Gault of the Interstate Commerce Commission on grain and grain products rates from Iowa, Minnesota and South Dakota to Texas.

A REVISION of the adjustment of rates on grain and grain products to Helena, Ark., has been recommended by Examiner John A. McQuillan of the Interstate Commerce Commission in a report on No. 14159.

EFFECTIVE July 23, carriers in eastern Nebraska reduced grain rates to Omaha from country points by amounts ranging from three to twenty-seven per cent. The state railway commission ordered the reduction.

RATES on wheat and oats from Oregon Short Line points in Idaho and Oregon to the Missouri River and points east will be reduced two to three cents per hundred by the Union Pacific Railroad, effective Aug. 30.

THE REDUCTION from 18 cents to 11½ cents per 100 lbs. on grain from St. Louis to New Orleans, made by the Federal Barge Line last January is the cause of larger quantities of wheat moving thru St. Louis than anticipated.

THE American Railway Ass'n has been asked by the Omaha Grain Exchange to cancel demurrage accrued on cars loaded with grain due to the exchanges of the United States being closed Aug. 3 as a mark of respect to our late president.

RAILROADS in northwestern Iowa and southwestern Minnesota have been granted permission by the Interstate Commerce Commission to increase rates on grain and grain products to Milwaukee, Chicago, and Peoria, one cent per 100 pounds.

GRAIN recovered from the canal boat William, which sunk near Medina, N. Y., has been declared fit only for the manufacture of chicken feed. As it is foreign wheat, it must be shipped out of the country before it will bring much of a price.

TRANSIT privileges have been restored by the Mississippi-Warrior River Service, effective Aug. 17, in tariffs naming rates on grain and grain products from Omaha, Council Bluffs to New Orleans for export, in connection with the Missouri Pacific railroad.

EMPLOYES of the Great Northern Railroad who went on strike July 1, 1922, and who have since unsuccessfully tried to return to work are seeking a court order to restrain the newly organized ass'n of employees from "interfering with their return to work." Hearing was held Aug. 6.

THE Interstate Commerce Commission has granted the C. M. & St. P. and the C. & N. W. permission to increase grain rates from points in South Dakota, North Dakota, Minnesota and Iowa to certain Mississippi and Ohio River crossings and points in Mississippi Valley, effective Aug. 9.

THE Interstate Commerce Commission in I. & S. No. 1746 found justified the proposed modification of existing transit rules so as to make inapplicable in connection with proportional rates the provision limiting charges for out-of-line service to the mileage from point of origin to transit point, in cases where the grain products are backhauled from transit point to or thru point of origin. The order of suspension was ordered lifted.

WINNIPEG, MAN.—At the Lake Rate Law meeting of the Board of Commissioners, held Aug. 7, it was suggested that the difficulties encountered by vessel owners as the law now stands, could be overcome by having the owners file rates with the Board instead of tariffs as now required.

THE Interstate Commerce Commission has denied the carriers application to increase the freight rate on flour and grain from St. Paul and Minneapolis to Kansas, Oklahoma and Colorado points by amounts ranging from 10 to 30 per cent. The decision cancels the suspended schedules.

BULK GRAIN was shipped down the Illinois River to St. Louis for the first time when a cargo of 12,000 bus. of wheat were brot to St. Louis from two elevators 40 and 60 miles above. The grain was transferred from a barge of the Peoria Grain & Barging Co. to a government barge for shipment to New Orleans for export.

THE Illinois Traction, Inc., successor to the Chicago, Ottawa & Peoria Ry. Co., has been granted permission by the Illinois Commerce Commission to abandon three and one-half miles of its tracks between Hicks Junction, Ill., and Ladd, Ill. The company will put in operation a fleet of motor buses as a substitute for the electric cars.

CANADIAN shipping companies regard suspiciously the new dominion law governing lake freight rates. Inasmuch as the Grain Commission, in whose hands administration of the act rests, is at Fort William, and as members of the commission have not been there lately, vessel owners are not doing any more than they have to in compliance with the law.

MONTREAL has 7,000,000 bus. of grain in elevators, reports John Prindiville & Son. Durums, rye, barley and oats form a large quantity of the grain. Congestion of grain vessels will probably occur when vessels released by the re-opening of the Welland Canal, arrive together. Approximately 3,000,000 bus. of grain are at Fort Colborne or afloat between Colborne and Montreal.

THE transportation department of the Kansas City Board of Trade may file a complaint with the Interstate Commerce Commission against the recent action of carriers in eliminating the terms "mill feed and mill stuff" from Texas tariffs. This puts bran from Kansas City on a wheat rate basis. It will be asked that these rates be re-established on a corn rate basis. Recovery of freight charges on the wheat basis for the past two years will also be asked.

THE Interstate Commerce Commission in I. & S. 1780 held that carriers had not justified their proposal to restrict the application of joint rates on grain and grain products from St. Paul, Minneapolis and Minnesota Transfer and intermediate points between Kansas City to destinations on the Santa Fe in Kansas, Oklahoma, Colorado on shipments originating beyond the twin cities and Minnesota Transfer. The Kansas City Board of Trade and others protested and procured the suspension.

Two members of the U. S. Railroad Labor Board dissented in the decision of the board to reduce wages of the employes of the K. C., M. & O. Ry. to the scale prevailing at the termination of federal control. It was charged by A. O. Wharton and E. F. Grable, dissenting members, that the shopmen's strike was probably due to Chairman B. W. Hooper and R. M. Barton's incapability to understand the value placed upon trade union ethics by bona fide unions. In reply Chairman Hooper stated, "It is detrimental to the public welfare and the good of the employes themselves continually to promulgate the false doctrine that the labor board and all other courts and tribunals are unfair and unjust to labor. With regard to my not understanding trade ethics I believe they are no different from the ethics of other people; that they embody the same principles of right and wrong."

EXTENSION of the longshoremen's strike in England has tied up eleven of the United States Shipping Board vessels, averaging 7,000 tons each. Grain elevator workers are on a strike and grain ships at Tillbury cannot load or unload. It is feared that when unloading of United States cargoes of grain and lumber begins, it is likely to affect the market. A solution to the problem is being sought by American and British shippers.

VENANGO, NEB.—The Venango-Beach Grain Co. filed the first car discrimination complaint with the state railroad commission when it stated that altho the track was full of empty cars, the C. B. & Q. railroad would not furnish cars for grain shipment. The railroad explained to the commission that it was holding its own cars only, so that cars of other carriers could be started homeward. Where shipments would be held up for more than a day, the practice is not followed.

THE Interstate Commerce Commission in No. 11220, Orange Rice Mill v. Director-General, Louisiana Western et al., held that a 25-cent rate on rough rice from Denton, La., to Orange, Tex., was unreasonable to the extent that it exceeded 10 cents. The present rate is unreasonable inasmuch as it exceeds the future rate of 12 cents. Reparation was awarded on the shipments made between Dec. 1, 1919, and Jan. 20, 1920. Carriers were ordered to establish a 12 cent rate before Sept. 26.

UNDER new regulations of the Philadelphia Maritime Exchange, a grain vessel is considered loaded when sufficient grain has been delivered aboard to put her down to the marks specified by the local surveyor of a board of marine underwriters. Vessels loading at berths of grain elevators must take all grain when offered or else vacate berth, provided berth is needed to load another vessel which can take grain at that time. When requested by elevator company, vessel must vacate berth as soon as loading of grain is completed.

SAULT STE. MARIE, MICH.—The heaviest volume of business ever to pass thru the Soo locks has been announced by officials from opening of navigation to July 31, 1923. Freight amounting to 38,784,106 tons went thru; compared with 16,527,205 tons the corresponding period in 1922. During July 14,388,908 tons went thru, exceeding even the heaviest traffic during the war by 340,500 tons for the month of July. The previous record was in July, 1916. The freight was hauled on 3,403 vessels, or about one boat every 13 minutes, day or night.

THE LEVEL of water in Lake Michigan varies one foot and three inches in the average season. The highest level known was in 1838 when it was 584.69 feet above sea level. The lowest level was in March, 1923, when it was 578.8 feet above sea level. The total range amounts to five feet, one inch. The mean lake level varies in accordance with the mean annual rainfall over all the lakes basin. Rain water does not run into the lake at once, but lags fourteen months, during which it filters thru the soil. One inch in the average rainfall affects the lake level two and one-quarter inches.

OFFICIALS of railroads denied the application of the Omaha Chamber of Commerce and the Omaha Grain Exchange for an emergency rate of 25 per cent less than present rates on grain for export. The rate, if granted, was to expire Jan. 30, 1924. The purpose of the reduction was to encourage exportation of wheat and thus help the farmer to market his surplus. J. E. Gorman, pres. C. R. I. & P. Ry., in a letter to John L. Kennedy, chairman of the Omaha com'ite, said, "Various experienced and well-posted grain dealers take the position that if the proposed reduction in rates were accomplished and if as predicted thereupon lower quotations than otherwise would have been made and appear abroad, those reduced quotations would be immediately met by corresponding quotations from Argentina, Canada and other countries which export wheat

grown on cheaper land and with cheaper labor than in the United States. Under these conditions we are informed that the effect of the proposed reduction would be to decrease the revenue of the United States carriers, which decreases would be absorbed by the European dealer or consumer, which, of course, would not stimulate the movement abroad of United States wheat, which would otherwise take place."

Amended Hopper Scale Specifications Approved.

The amended specifications prepared by joint agreement of the National Scalemen's Ass'n and the Scale and Balance Manufacturers Ass'n for hand-operated hopper scales have been submitted by Henry L. Goemann, chairman of the transportation com'ite of the Grain Dealers National Ass'n to the Interstate Commerce Commission, and Mr. Goemann will ask the Commission to embody the amended specifications in a supplemental report to Docket 9009.

Favorable action is expected of the Commission, Chairman B. H. Meyer having recently written Mr. Goemann as follows:

It appearing that these amended specifications as modified and approved by the United States Bureau of Standards are acceptable to the principal parties at interest, and that standard specifications are in the interests of both shippers and carriers, we see no reason for withholding our tentative endorsement of the specifications as thus modified. This letter may, therefore, be considered as indicating our informal approval thereof, with the understanding that such approval is subject to such modification, if any, as may appear to be proper as a result of any formal proceedings which may hereafter be instituted before us.

Freight Loadings Continue High.

Loadings of revenue freight for the week ended July 21 totaled 1,028,927 cars, reports the car service division of the American Railway Ass'n. This is the largest number of cars loaded in one week during the history of the ass'n, being 7,157 cars more than the next highest week's loading of 1,021,770 cars for week ending June 30, 1923. The total was an increase of 183,379 cars over the total of 845,548 cars during the corresponding period in 1922.

While grain loadings continue to increase, they are considerably less than the totals of corresponding weeks in 1922 and 1921. Total cars loaded during the week were 46,275, an increase of 5,860 over the previous week, but 10,912 less than the corresponding week of 1922 and 18,440 cars less than two years ago.

For the week ended July 14, total loadings of freight amounted to 1,019,667 cars, an increase of 164,919 over the preceding week and 168,991 cars more than the loadings of a year ago.

Of this total, grain and grain products were loaded in 40,415 cars, an increase of 9,346 cars over the previous week but 8,180 cars less than the corresponding week in 1922 and 16,768 cars less than two years ago.

The failure of grain loadings to reach the totals of a year and two years ago cannot be attributed to a car shortage, for on July 22 there were 79,710 cars on track in good repair and available for immediate service. This total was 4,500 less than the number reported in good repair on July 14.

ACREAGE under grain in the Ukraine has been increased by over 5,000,000 acres, reported Comrade Wolf at the All-Ukrainian Grain Trade Conference, held recently at Kharkov. Notwithstanding the extension of acreage, the out-turn of spring wheat and barley will be considerably smaller than had been expected. Winter rye and wheat are above the average. Maize prospects are brilliant and promise nearly 4,000,000 qrs. He stated that he considered rye, maize, sunflower seed and oilcake as the articles principally suited for export.

Patents Granted

1,461,283. Corn Sheller. Robert M. Mitchell, Chicago, Ill., assignor to the International Harvester Co. The shelling mechanism comprises a cylinder, a shelling cage enclosing the cylinder and including a plurality of adjustable staves, stave sectors engaging the staves, and cam mechanism engaging the stave sectors.

1,462,649. Percentage Feeder and Mixer. Angus D. MacLellan, Owensboro, Ky., assignor to the MacLellan Mixer Co. The feeder has in combination with a base plate having recesses in its outer periphery, a wheel journaled to the plate, means between the recesses for delivering different material laterally to the plate and means on the wheel for conducting the material to the recesses.

1,463,010. Protector for Car Grain Doors. Herbert S. Eckhouse, Indianapolis, Ind. Across the door opening of the car having a grain door is a cushioning material protecting strip secured to the inner wall of the car adjacent an end of the grain door and inclined over and across the grain door to provide a smooth surface between and connecting the inner face of the grain door with the inner wall of the car.

1,462,318. Backstop for Elevators. Emil A. Beyl, Minneapolis, Minn. The backstop has in combination with a fixed member and a rotary driving member, a clutch member, the driving member and clutch member having reversely acting ratchet surfaces that are always in engagement and fixed member and clutch member have ratchet acting surfaces that are disengageable and engageable by forward and rearward movement of the driving member.

1,461,802. Bag Holder. David G. McRoberts, Stewardson, Ill. The bag holder comprises a spreader ring to be secured in the mouth of the bag, a hanger consisting of two parallel arms engaged at their lower ends with the spreader ring at diametrically opposite points thereof and having their upper ends forming inverted hooks to engage over a supporting line, a cross bar connecting the terminals of the hooks, and an eye in the cross bar between the hooks, the eye lying entirely below the bights of the hook.

1,463,772. Grain-Car Door. Wilbur M. Combs, Lyons, N. Y., assignor of one-half to Alton H. Sherman, Lyons, N. Y. The grain car has an opening in one side, a frame hinged to and within the car permanently at the side of the opening to swing toward and from the roof, and a sectional door is flexibly connected to the interior of the car to swing from the opening to the frame and vice versa independently of the frame, the frame having means to support the door sections to swing therewith wholly at that side of the opening.

1,463,777. Percentage Feeder. Angus D. MacLellan, Owensboro, Ky., assignor to MacLellan Mixer Co., Owensboro, Ky. The feeder has in combination a pair of spaced hoppers, a trough connecting the hoppers, a shaft extending transversely thru the hoppers, cylindrical sections having complementary ribs and oblique pockets mounted on the shaft in each of the hoppers, the rib sections being movable relative to the pocket section, a guide rod journaled in each of the hoppers, a lever secured to the rod and engaging the rib sections for varying width of the pockets, and means in the trough for commingling the stock as it issues from the hoppers.

1,462,428. Snapped-Corn Separator. Frank J. Temple, Decatur, Ill., assignor to Union Iron Works, Decatur, Ill. The separator has, in combination, a cylindrical grate including an annular row of closely spaced rods, an enclosing casing for the grate closely spaced from the rods to provide a passage therearound, a trough below the grate and in communication with the closure for the grate, a conveyor in the trough, means to operate the conveyor, a hopper inlet above one end of the grate and in communication therewith and having air inlet openings in one wall, a spiral feeder below the hopper and within the grate, a plurality of spaced beaters within the grate, in spiral arrangement, and extending uninterruptedly from the feeder to the discharge end of the grate, a fan casing, means to operate the feeder and beaters, and means to operate the fan.

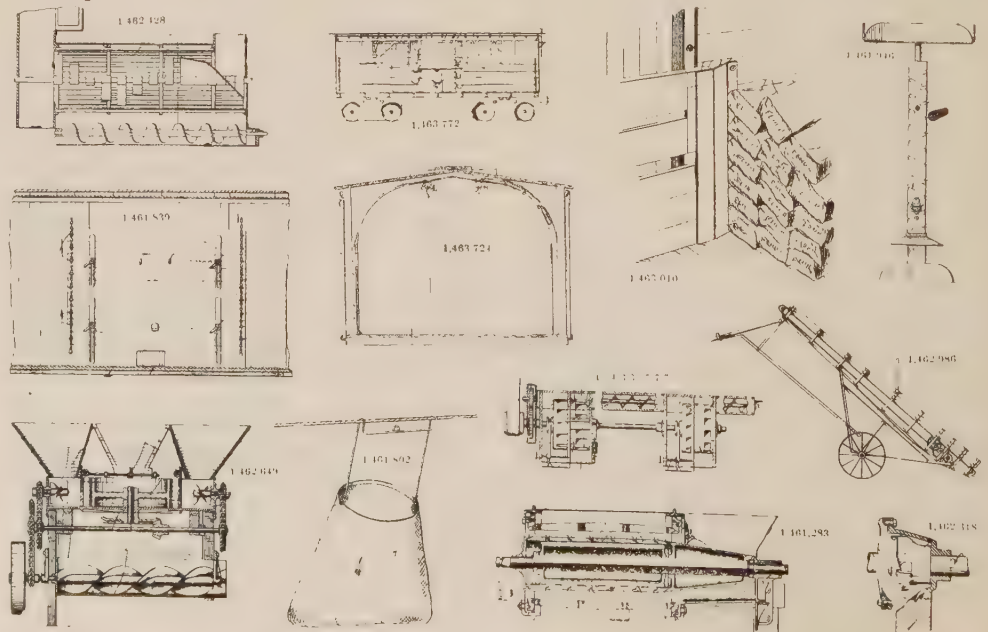
1,461,946. Rack for Drying Seed Corn. Paul E. Sievert, Watertown, Wis. The device comprises a pair of spaced uprights having their edges provided with inclined recesses, brace members connecting the uprights, a cover supported above the uprights and provided with upturned edges cutaway at the corners to permit drainage of the cover, rack bars detachably mounted in the recesses and provided with pins projecting therefrom, and guards carried by the uprights and surrounding them to prevent access of rodents to the rack bars.

1,463,724. Grain Door. Anton Pokorny, Wyndmere, N. D. The door for grain cars in a car provided with side door openings, guide strips for each door opening extend upwardly and engage the roof of the car. A panel door is slidable in the guide shaft, a shaft is journaled adjacent the car roof, a drum is secured to each end of the shaft, a crank handle is secured to one end of the shaft, cable connections between the drums and the upper panel of the door, and the car roof has a trap door opening therein overlying the crank handle carried by the shaft.

1,461,839. Grain Car Door. Henry M. Tenneson, Galesburg, N. D. The grain car door has a plurality of strips, lap joints at the marginal edges of the strips, means flexibly connecting the strips, screw bolts passing thru certain strips, brace cleats having slots at one end carried by the screw bolts and adapted to extend transversely across the joints of the strips, wing nuts threaded on the bolts for clamping the cleats in adjusted positions, and hooks pivoted to the opposite ends of the bolts adapted to engage eyelets carried by the doorway to effect a tight closure when door is in operative position.

1,462,986. Conveyor Carriage. Arthur L. Shaw, Chicago, Ill., assignor to the Chicago Automatic Conveyor Co. The apparatus includes in combination with the conveyor, a wheeled frame comprising a main frame composed of a pair of side members each bent at an intermediate point to provide an upwardly extending part and a laterally extending part, the ends of parts arranged to receive means for securing the frame to conveyor, a discharge chute, means to hingedly support the discharge chute on the discharge end of the conveyor, an additional frame adjustably connected to the main frame, having its extended end supporting the discharging chute and link members for pendantly supporting the additions frame from the discharge end of the conveyor.

MEMBERS of the Oklahoma Grain Dealers Ass'n, numbering 204 elevators show that they bot from farmers since last harvest 6,671,530 bus. of wheat for which they paid in cash at time of purchase \$6,630,648.32, or an average price of 99 $\frac{3}{4}$ cents per bu. basis No. 1 wheat. Besides receiving the highest possible price for their grain, farmers have the privilege of selling when prices are suitable, delivering when convenient, and full cash payment when grain is delivered. Co-operative pools cannot defeat this competition.



Far Western Grain Dealers Meet.

A two-day meeting was held at Ogden, Utah, recently when grain dealers from Utah, Idaho, Montana, Wyoming and Nevada gathered to discuss trade conditions.

Joseph M. Parker, pres. of the Ogden Grain Exchange, presided and in his opening address stressed the need for co-operation between grain dealers, elevator operators and flour dealers. He predicted the greatest wheat crop of all time for Utah and Idaho this year, and to obtain the highest prices for it, co-operation between the factions named is necessary. The elimination of taxes on grain moving interstate thru Utah, and the establishment of a cash grain market, were given as the two greatest achievements of the Exchange during the year.

The membership plan of the Exchange was explained by Louis Beckett, Salt Lake City, who stated that the cost to him had been returned many fold just thru the inspection service rendered at Ogden.

H. L. Holley advocated the formation of an inter-mountain ass'n that would work in co-operation with the Exchange for the betterment of the trade.

J. F. Welch, federal supervisor at Ogden, explained the grain grading system and the good it has done the grain trade since its adoption at Ogden. He told of the advantages of knowing the condition of the grain one is bargaining for.

The fall in the price of wheat was explained by Mayor T. C. Winn of Nephi, who said that over-production of the cereal, coupled with lack of export demand, was the cause of the drop in prices.

After J. J. Neville, Salt Lake City, spoke of reviving the Utah and Idaho Millers and Grain Dealers Ass'n, inactive the past few years, it was decided to hold a special meeting to discuss the question more fully.

All visitors were guests at a banquet at the Hermitage in Ogden Canyon.

"Buy a Thousand Bushels of Wheat."

After Congress has done its best to kill the wheat market the country is campaigning for more but smaller speculators to take the place of those who have been driven out. Those who cradled the Grain Futures Law told their farmer constituents how it would stimulate popular support to an extent that would far more than offset the loss of large traders who were wicked because large. Wheat selling for 75 cents at the elevators is the result. What is upsetting the farmer's and everybody else's business is the floundering of quacks whose nostrums have had the effects experience foresaw.—Wall Street Journal.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

E. B. Boyd, agent Western Trunk Lines, in Supplement 6 to Circular 1-Q gives rules, regulations and exceptions to classifications, effective Sept. 1.

L. A. Lowrey, agent, in Supplement 6 to 20-M gives local and joint terminal charges, rules and regulations from or to points within the Chicago district, effective Sept. 1.

Illinois Traction System in Supplement 5 to 475-C gives joint and proportional rates on grain from stations on the Illinois Traction System to Chicago, Ill., effective Aug. 20.

C. & E. I. in Supplement 22 to 6639-D gives rules governing milling and malting in transit privileges on grain and grain products at stations on the C. & E. I., effective Aug. 25.

Illinois Traction System in Supplement 1 to 267-D gives joint proportional rates on grain from stations in Illinois to Danville, Ill., when destined to eastern points, effective Aug. 22.

C. & N. W. in Supplement 9 to 1400-G grants transit privileges at Milwaukee on grain from all stations on Minneapolis and St. Louis Ry. where thru rates are in effect in connection with the C. & N. W., effective Aug. 17.

C. & E. I. in Supplement 7 to 650 gives joint and proportional rates on grain, grain products and grain by-products from stations on the C. & E. I., also East Joliet, Ill., via E. J. & E. Ry., to points in Alabama, Florida, Louisiana, and Mississippi, effective Aug. 25.

A. T. & S. F. in Supplement 6 to 5655-A-2 gives joint proportional rates on grain, grain products and seeds from points in Missouri, Kansas, Oklahoma, New Mexico, Texas, also Superior, Neb., to Galveston, Houston, Texas City, Beaumont, Orange and Port Arthur, Tex., effective Aug. 20.

A. T. & S. F. in Supplement 13 to 5588-M gives local, joint and proportional rates on grain and grain products from points in Kansas, Colorado, Missouri, Oklahoma, also Superior, Neb., and Joplin, Mo., to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, Oklahoma and Wisconsin, effective Aug. 15.

C. R. I. & P. in Supplement 5 to 19690-J gives local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, also Council Bluffs, Ia., to Little Rock, Ark., and stations in Arkansas, Louisiana and Missouri, effective Aug. 18.

C. R. I. & P. in Supplement 6 to 31408-C gives local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, also Council Bluffs, Ia., and Memphis, Tenn., to Memphis, Tenn., New Orleans, La., and stations in Alabama, Arkansas, Kansas, Louisiana, Mississippi, Missouri and Oklahoma, effective Aug. 18.

C. R. I. & P. in Supplement 1 to 29329-F gives local, joint and proportional rates on grain, grain products and seeds from Albright, Neb., Atchison, Kan., Council Bluffs, Ia., Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Iowa, Kansas, Missouri and Nebraska to stations in Illinois, Indiana, Iowa, Minnesota, Missouri, South Dakota and Wisconsin, effective Aug. 15.

C. & E. I. in Supplement 7 to 600 gives local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds and red top seed chaff from stations on the C. & E. I., also Henderson and Owensboro, Ky., and from Cairo, Joliet, and Momence Transfer, Ill., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania and Wisconsin, effective Sept. 1.

C. R. I. & P. in Supplement 19 to 28675-E and Supplement 1 to 28675-F gives local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph,

St. Louis, Mo., Minneapolis, St. Paul, Minn., Omaha, Neb., and stations in Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, Oklahoma and South Dakota, to stations in Colorado, Kansas, Nebraska, New Mexico, Oklahoma and Texhoma, Tex., effective Aug. 17.

Rate Reduction for Texas Shippers.

Reductions ranging from 11 cents to 25.5 cents per one hundred pounds on coarse grains and sorghums from all Texas points to southeastern points have been ordered by the Interstate Commerce Commission in Docket No. 12669. The new rates will be in effect on or before Oct. 10, as stated in the Journal July 25, page 130.

E. P. Byars, traffic manager of the Fort Worth Freight Buro, filed the complaint against the high rates on behalf of his ass'n and the Texas Grain Dealers Ass'n and followed the case thru the Interstate Commerce Commission. He states that some of the features of the decision are not satisfactory, and expects to follow up the matter with the commission and carriers to demand and obtain still further reduction in the rates.

Appoint Committee on Wheat Inquiry.

The Wheat Council of the United States and the United States Chamber of Commerce have completed the appointment of members of a com'te to better the wheat situation. The first hearing will be held at Chicago, Aug. 13.

The seven members are **A. J. Brosseau**, New York; **Sydney Anderson**, pres. of the council; **W. I. Drummond**, Kansas City; **O. E. Bradfute**, pres. American Farm Buro; **S. J. Lowell**, Fredonia, N. Y.; **H. D. Irwin**, Philadelphia; and **Geo. O. Jewett**, mgr. American Wheat Growers Ass'n.

The com'te is the outgrowth of the wheat conference at Chicago, June 19 and 20, and a suggestion by **Julius Barnes**, pres. of the National Chamber of Commerce. Mr. Barnes said, "We believe that the chamber can perform no more helpful service to all business men than to provide the means by which leaders of the farm organizations can study the question and see if in certain sections and among certain groups of farmers this period of distress can be lightened, until the day of full recovery, which has always come, and which will come again, for intelligent, self-respecting American agriculture."

German Farmer Getting Good Prices.

The German farmer has profited by the depreciation of the mark. He is getting a very high price for his grain without having to pay a correspondingly high price for what he needs.

A bushel of corn was quoted Aug. 1 in Berlin at \$1.08, and in Chicago 88 cents. Both rye and wheat are dearer in Berlin than in Chicago. The city worker in Germany has to pay 4,000 marks for a loaf of bread, or the equivalent of four hours' work. In the United States the building laborer in the cities can buy a loaf of bread with the proceeds of five minutes' work! The city workers are grumbling more in Germany than are the farmers in the United States.

The German farmers are getting rich out of the currency inflation, as they do in every country where the money is depreciated. Representatives of the farmers recently replied to the Chancellor Cuno when he gave out the government's new financial plans: "The granary and the hog pens are our savings bank."

Back from the Argentine.

Chicago, Ill.—**E. H. Reynolds**, the bleacher man, is back from a six months' tour of Brazil, Argentine and Uruguay.

He is convinced that the small grain operator has little opportunity to get ahead in the Argentine because the marketing of the country's crops is in the hands of a few men who control the grain growing acres of many ranches.

He became enamored with Sao Paulo, the coffee province of Brazil, and may return.

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GRAIN DEALERS JOURNAL,
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Supreme Court Decisions

Consignee Can Recover Advance Made on Duplicate B/L.—Where carrier by mistake gave shipper two Bs/L for a single interstate shipment of cotton, and consignee made advances on the duplicate B/L, consignee can recover such advances from carrier.—*Gleason v. Bamberg, E. W. & W. Ry. Co.*, Supreme Court of South Carolina. 117 S. E. 188.

Opinion on Reasonable Time for Movement not Admissible Evidence.—In an action for damages of a common carrier in negligently delaying a shipment of seed, testimony of plaintiff's traffic manager that he considered five or six days a reasonable time for the shipment held an inadmissible opinion on questions of law and fact which were for the court and jury.—*Davis, agent, v. Pittman-Harrison Co.* Court of Civil Appeals of Texas. 249 S. W. 889.

Garnishment of Proceeds of Draft.—In buyer's action after paying seller's drafts for shipment, in which the funds were garnished, if the bank to which seller had delivered the drafts had credited the seller finally and in good faith therewith, the buyer could not take the proceeds under garnishment, and on the question whether such bank had finally credited the seller a ledger sheet of such bank was admissible.—*Heid Bros., Inc. v. Commercial Nat. Bank of Hutchinson, Kan.* Commission of Appeals of Texas. 240 S. W. 908.

Crop Mortgage.—A crop mortgage properly filed for record establishes a claim good against all the world under the terms of the recording act as to the crop grown on the land described in the mortgage, but where the mortgage, executed and filed, erroneously, by mutual mistake of the parties, described the wrong property, it was of no force or effect as against a general creditor of the mortgagor, and such a creditor, under Rem. Comp. Stat. § 3780, was unaffected by the mortgage, whether he was a creditor existing or subsequent at the execution of the mortgage.—*Bair v. Wiese and Blue Stem Grain Co.* Supreme Court of Washington. 215 Pac. 61.

Failure of Purchaser to Give Notice in Time of Defects in Machine.—Where the parties to a contract of sale of milling machinery by written contract provided for a 30-day test in order to develop any inherent defects or want of capacity, with the right in the seller if such defects were developed to send an engineer to investigate and remedy the same, and the purchaser did not within such period of 30 days give to the seller notice of the want of capacity of the machinery, the buyer thereupon became liable for the payment of the purchase price in full.—*Gruendler Patent Crusher & Pulverizer Co. v. Preston Grain & Milling Co.* Supreme Court of Washington. 215 Pac. 60.

Federal Trade Commission.—The purpose of Federal Trade Commission Act Sept. 26, 1914 (Comp. St. §§ 8836a-8836k), was to prevent unfair methods of competition in interstate commerce, and unless a person, partnership, or corporation is using unfair methods the Commission has no authority to interfere. Where a manufacturer sold both to wholesalers and retailers, its allowance to wholesalers of a discount which it denied to retailers and its classifying in the group of retailers, mutual or co-operative corporations organized and owned by retailers, and its refusal to sell to such retailers' organizations at wholesale prices, was not unfair competition in violation of Clayton Act, § 2 (Comp. St. § 8835b), and the Federal Trade Commission Act, § 5 (Comp. St. § 8836e); there being no attempt by the manufacturer to fix resale price and no discrimination between retailers or between wholesalers.—*Mennen Co. v. Federal Trade Commission.* U. S. Circuit Court of Appeals. 288 Fed. 774.

Railroad Claims Collected

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The Security Adjustment Co., Inc.

1132 Builders Exchange Bldg. MINNEAPOLIS, MINN.
References: Any bank, mercantile agency, commission firm or editor of this publication.

Merchantability of Weevil-Infected Beans.—In an action for damages for defendant's refusal to accept a shipment of Brazilian black beans purchased by him, on the ground that they were unmerchantable because of weevil infestation, evidence that the sellers had purchased the beans from certain importers as of fair quality, and afterwards recovered damages on an arbitration award because the beans were found not to be of the quality specified, held competent as bearing on the condition of the beans.—*Egbert & Dirig of New York v. Clair H. Barrett, of Port Huron.* Supreme Court of Michigan. 193 N. W. 837.

Invalid Limitation of Carrier's Liability.—The Interstate Commerce Commission is not authorized to establish rates governing intrastate shipments, where the state rates do not discriminate against nor affect interstate commerce, such intrastate rates being governed by state law and the rules and regulations of the State Railroad Commission, and hence, under Rev. Stat. art. 708, a stipulation in the bill of lading on an intrastate shipment, limiting liability of the carrier, is invalid, and recovery of actual value is allowed.—*Lancaster v. McCarty.* Court of Civil Appeals of Texas. 248 S. W. 816.

Employee Not Liable for Conversion.—Where wheat was stored in a grain elevator in charge of one as mere employee of the owner of the elevator, and in action by the owner of the wheat for its conversion it did not appear by the evidence by whose order it was shipped out, but it did appear that it was loaded out while defendant employee was in charge of the elevator, held that, to hold him responsible, it was part of plaintiff's case to show that in shipping out the wheat, although obeying the direction of the elevator owner, he knew that it was without authority of the owner of the wheat and in effect a conversion.—*Ashcraft v. Tucker.* Supreme Court of Colorado. 215 Pac. 877.

Resort to Interstate Commerce Commission.—Whenever a rate, rule, or practice of carriers is attacked as unreasonable or as unjustly discriminatory, there must be preliminary resort to the Interstate Commerce Commission, whether the function exercised is in its nature administrative, because directed to the determination of future practice, or judicial, because seeking to determine whether the shipper has been wronged, since in either case the inquiry is essentially one of fact and of discretion in technical matters, and uniformity can be secured only if its determination is left to the Commission. It is unnecessary, in order to secure uniformity in a construction of interstate tariffs filed with the Interstate Commerce Commission, that all questions concerning their construction shall be first presented to the Commission, since the construction of a tariff is a question of law, and if it concerns an interstate tariff it is one of federal law, which may be ultimately reviewed by the United States Supreme Court, if the parties properly preserve their rights.—*Great Nor. Ry. Co. v. Merchants Elevator Co.* Supreme Court of the United States. 42 Sup. Ct. Rep. 477.

Delivery of Goods without Taking Up B/L.—Tho a carrier was guilty of a crime in delivering goods without taking up Bs/L, and so was negligent, the subsequent forgery thereof by the consignor by changing the dates was an independent wrong, intervening between the carrier's negligence and the loss to a bank loaning money thereon, and was not the direct and proximate result of the failure to take up the Bs/L and the carrier was not liable to the bank, in absence of a conspiracy between it and the consignor to defraud the bank. Tho a carrier's agent, in collusion with a shipper and with intent to aid in fraud, but without the carrier's knowledge, allowed the shipper to retain order Bs/L when the shipper received the goods consigned to itself, the carrier cannot be held liable for any loss suffered by a bank through the shipper's forgery of the bills and the bank's loaning of money thereon, because the agent acted outside of his authority, and not as agent of the company in such transaction.—*Saugerties Bank v. Delaware & Hudson Co.* Supreme Court of New York. 198 N. Y. Supp. 722. This decision by the court of last resort in New York was given 14 years after the frauds committed by the Durant & Elmore Co. in 1909. Shipments actually were billed from Buffalo to Portland, Me., but were unloaded in transit and the "doctored" bills that should have been taken up used as collateral for loans.

A SPECIAL session of Congress will be urged by Senator C. L. McNary of Oregon to fix the minimum price of wheat at \$1.75 per bushel.

Broker's Sale not Binding if not on Principal's Terms.

Rayford Grain & Elevator Co., Sherman, Tex., plaintiff, v. Albers Commission Co., Omaha, Neb., defendant, before Arbitration Com'te No. 4 of the Grain Dealers National Ass'n, composed of E. W. Crouch, E. Wilkinson and Tom F. Connally.

This dispute arises over a quotation made Oct. 9, 1922, by the Albers Commission Co., of Omaha, Neb., to their brokers, Allen G. Smith Sales Co., Sherman, Tex., offering two mixed wheat at \$1.17, group 1, Tex.

On the same date the brokers wired the Albers Commission Co. as follows: "Book Rayford Grain & Elevator Co., Sherman, 10,000 bus. mixed No. 2 soft and hard wheat as fast as possible."

By the standards established by the government for No. 2 mixed wheat, that grade might contain some No. 2 soft wheat or it might contain no soft wheat. The wire from the broker, Allen G. Smith Sales Co., was not an acceptance of the quotation made by the Albers Commission Co. since it specified that the grade No. 2 mixed must contain soft wheat.

The Albers Commission Co., from the evidence, was offering to sell a mixture of spring, durum and hard. Its No. 2 mixed did not contain soft winter as specified in the wire sent by the Allen G. Smith Sales Co. requesting that it book 10,000 bus. The evidence does not show that it ever accepted an offer of the Allen G. Smith Sales Co. and the defendant claims that he wired it stating his inability to furnish a mixture of hard and soft wheat but still offering to furnish the mixture of durum and hard wheat. This wire the Allen G. Smith Sales Co. claims never to have received.

To consummate a purchase or a sale the minds of buyer and seller must meet. Clearly in this case no such state existed, as the defendant quoted No. 2 mixed wheat expecting to furnish mixed durum and spring, while the plaintiff bought, or offered to buy, mixed No. 2 hard and soft wheat. No trade was therefore consummated and we find for the defendant and assess the costs of arbitration against the plaintiff.

Party Requesting Reconsignment Liable for Carrier's Failure.

Baker-Evans Grain Co., of Wichita, Kan., plaintiff, v. Lawther Grain Co., Dallas, Tex., defendant, before Arbitration Com'te No. 4 of the Grain Dealers National Ass'n, composed of E. W. Crouch, E. Wilkinson and Tom F. Connally.

The dispute in this case grows out of the reconsignment of a car of wheat covering which the railroad issued an exchange B/L changing the destination and the consignee. The exchange B/L was issued too late to divert the car and it was delivered and unloaded in accordance with the original B/L, and never moved to the reconsigned destination. The question involved is whether or not a reconsigned B/L on which there has been no movement, and covering which the railroad holds nothing to deliver, completes a contract.

The original B/L covering the car in question was dated Booker, Tex., Aug. 22, 1921, covering shipment to Bolin-Hall Grain Co., at Texas City, Tex., notify Armour Grain Co., Texas City, car A. T. & S. F. 29116. The reconsigned B/L is dated Fort Worth, Aug. 31, order notify the Fort Worth Elevators Co., Galveston, Tex., and carries the notation "issued in lieu of B/L dated 8-22-21, Booker, Tex." The wire from the railroad company ordering the diversion of this car from Texas City to Galveston is dated Aug. 31, and on that date the car was unloaded by the Armour Grain Co., at Texas City, in accordance with the original B/L covering the shipment.

The defendant in this case, The Baker-Evans Grain Co., bought the car in dispute from the Bolin-Hall Grain Co., who from the evidence had attempted to deliver this car on other contracts and had been advised that the car in question had been unloaded at Texas City in accordance with the original B/L. This information, from the evidence, never reached the defendant in this case.

The railroad clearly tried to have the Bolin-Hall Grain Co., who took out the reconsigned B/L, return to them the reconsigned B/L and adjust the matter but they were not successful in securing any action. The Baker-Evans Grain Co. take the position that in furnishing the Lawther Grain Co. with the exchange B/L they had completed their contract, and any loss because of non-delivery of this car of wheat at Galveston, incurred by the Lawther Grain Co. should be handled thru claim channels with the carrier who issued the exchange B/L.

The Baker-Evans Grain Co., had drawn a draft on the Lawther Grain Co., with B/L attached which covered a car of wheat not in possession of the carrier, but which had already been unloaded at Texas City. To force the Lawther Grain Co. to accept this B/L as fulfilling the contract would have resulted in the Baker-Evans Grain Co. selling a lawsuit against

a public carrier or selling a claim against a public carrier to the Lawther Grain Co. in fulfilling a contract to sell wheat.

This Com'te believes the Lawther Grain Co. is within its rights in expecting a car of wheat to be actually shipped under that exchange B/L, which was never done. The railroad had no wheat in its possession covered by the original B/L, and the exchange B/L was clearly issued in error and the loss incurred by this error cannot be charged up to, or passed on to an innocent party to the transaction, the Lawther Grain Co.

The loss sustained by the Lawther Grain Co., which finally had to sell this car of wheat at Texas City, where it had been unloaded prior to the issuing of the B/L which it held was \$394.06. Against this item may be credited the indebtedness on seven cars on which account sales had been rendered and about which there seems to be no dispute amounting to \$137.21, leaving a net loss on the entire transaction of \$256.85.

The Com'te finds that the Baker-Evans Grain Co. is indebted to the Lawther Grain Co. for \$256.85, and assesses the costs of this arbitration against the Baker-Evans Grain Co.

Arbitration Com'te Governed by Trade Rules of Ass'n.

Arbitration Com'te No. 5 of the Grain Dealers National Ass'n, composed of H. C. Gamage, L. C. McMurtry and Dick O'Bannon, in McKenna & Dickey, Chicago, Ill., plaintiffs, v. Embry E. Anderson, Memphis, Tenn., defendant, held that: "When choice of arbitration board is made as between that of an exchange and that of one of the com'tes of the Grain Dealers National Ass'n, the choice by litigants of ass'n arbitration subjects them in their pleadings and in the award of the Ass'n Com'te to the rules of the Grain Dealers National Ass'n, and those rules only."

The contract was made Jan. 6, 1923, for shipment within 15 days.

The Com'te stated that: This case grows out of the sale by L. E. Miller & Co., brokers, Memphis, Tenn., to Embry E. Anderson, Memphis, 10,000 bus. No. 3 bulk white oats at 49 cents a bushel.

First: That this transaction was not made under the rules of the Chicago Board of Trade, nor necessarily under the rules of the Memphis Merchants' Exchange; but its basis was 49 cents a bushel, bulk, delivered Memphis for No. 3 white oats, testing 30 pounds or better, Chicago official weights and grades to govern the settlement.

Second: This com'te finds that shipment was to be made within 15 days from the morning of Jan. 7, which would be the morning of Jan. 22; and taking note of defendant's expressed preference for shipment after Jan. 15, would respectfully say to plaintiffs that their shipping dates, granting they were pleased to accommodate defendant in the matter of delaying past Jan. 15, were the following days: Jan. 16, 17, 18, 19, 20 and 22, the 21st being Sunday. Going further, this com'te will say that having allowed the available shipping days to go by without passage of any sort of communication from plaintiffs at Chicago to defendant at Memphis with reference to wishes of defendant in the matter of shipping date, plaintiffs were estopped from choosing Jan. 23 as a shipping date and that, therefore, defendant's position is correct when he states that the oats were not shipped within contract time.

This com'te can only recognize that action upon the part of plaintiffs which sought to favor defendant by shipping after Jan. 15 as the extension of a courtesy which very often shippers are willing to extend. We therefore find that defendant owes plaintiff nothing as result of this transaction and that plaintiff owes the Grain Dealers National Ass'n the arbitration costs involved.

Grain Pools of No Help to Growers.

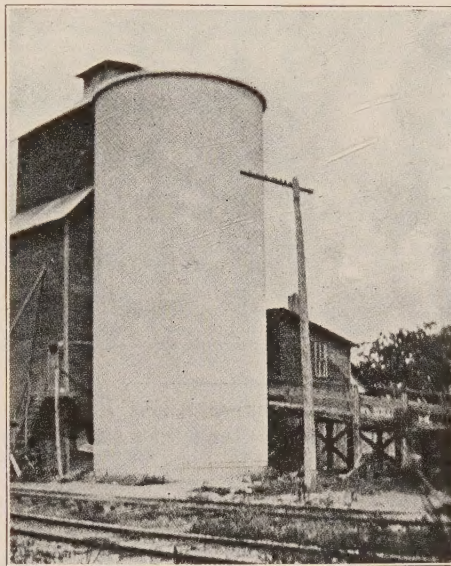
What farmer or organization is not requesting the farmer to speculate, or worse gamble when he advises pooling. With Canada having a 500,000,000 wheat crop, and other countries having their wants supplied at home. With the United States of America harvesting its usually bumper crop. Is it logical; is it reasonable to ask the farmer to hoard his grain in anticipation of higher prices? In this day of never ending wonders; in the day of the wireless and periodical market reports, the farmer does not need the high priced services of any organization to advise him when to sell.—Morton Co. (Kan.) Progress.

Concrete Tank Addition to Frame House.

Curtis, Illinois, is a live grain shipping point situated on the C. & A. railroad in the heart of Menard County. Greenview, five miles distant, is the postoffice for the town.

The only elevator at Curtis, operated by Beggs & Hatch, is one of frame construction with approximately 16,000 bus. capacity. As the need for more storage capacity became apparent, the owners contracted with Geo. W. Quick & Sons for the erection of a concrete tank addition to be located adjacent the main building. The tank, of 11,000 bus. capacity, is shown in the engraving herewith.

It is 46 feet in height, 20 feet inside diameter, with walls 6½ inches thick and heavily reinforced with steel bars both vertically and horizontally.



Beggs & Hatch's Elevator and 11,000-bu. Concrete Tank at Curtis, Ill.

A direct gravity pipe connection from the elevator head of the main building to the roof of the tank permits grain to be discharged direct to the tank for storage. Gravity again permits the grain to be discharged from the tank into the elevator boot when grain is to be shipped. The arrangement is very economical, as it requires no power, and during the rush of harvest season makes storage of grain a simple matter until cars can be obtained for shipment.

Sectional forms of steel were used during construction and the outer walls are very hard and flint-like, allowing no moisture to penetrate as is sometimes the trouble when wooden sliding forms are used.

The addition of the 11,000-bus. tank to the elevator gives the operators a total storage capacity of 27,000 bus. and should be sufficient to allow the most economical and efficient handling of the crop when it starts to move.

RUSSIAN grain indications on July 3 at Moscow were given as 264,000,000 bus. wheat; compared with 192,000,000 bus. last year, and 560,000,000 bus. in 1913. Rye is now 514,200,000 bus.; compared with 459,900,000 bus. a year ago and 539,910,000 bus. in 1913. The total harvest is expected to be 40,000,000 tons, compared with 64,000,000 tons in 1913. Of this, it is expected 6,000,000 tons will be available for export.

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GRAIN DEALERS JOURNAL
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Supply Trade

"ELECTRIC POWER which serves all industry sells lower in the market today than the pre-war price and has increased in twenty years its service from two and one half billion kilowatt hours to fifty billion, with the reasonable expectation that in five years more its service to all industry will be rated at one hundred billion hours annually."—From an address by Julius H. Barnes.

KEWANEE, ILL.—Every buyer of grain elevator machinery has, for years, hoped for the abolishment of the "Pittsburgh Plus" freight rate, and has followed with interest the fight that has been waged against it. Hope for these machinery users lies in the recent appointment of B. F. Baker, pres. Kewanee Implement Co., as chairman of a committee which is compiling data for presentation at a hearing which will be held later in the year.

MINNEAPOLIS, MINN.—We have recently installed the following Carter Disc Separators: Farmersville Mill & Lt. Co., Farmersville, Tex.; Hales & Hunter Co., Riverdale, Ill.; Twin City Trading Co., Minneapolis, Minn.; Aberdeen Mill Co., Aberdeen, S. D.; Miller Flour Mills, Yakima, Wash.; Ass't'd Farmers Mill Co., Hyrum, Utah; Mountain City Mills, Frederick, Md.; Wasco Whse. & Mfg. Co., The Dalles, Ore.; N. B. Rhoads, New Orleans, La.; Smith Bros. Grain Co., Fort Worth, Tex.; McAllister & Bell, Covington, Va.; Morten Mfg. Co., Dallas, Tex.; Sauers Mfg. Co., Evansville, Ill.; Astoria Flour Mills Co., Astoria, Ore., also shipped machines to England, Sweden, India, So. Africa, China and Chile.—Carter Mayhew Mfg. Co.

NEW YORK, N. Y.—E. H. Gary, chairman of the American Iron & Steel Institute, during the late 8-hour labor day discussion made public the following letter from a clergyman: "Having lived in the mining and railroad section of Virginia and West Virginia for thirty years, and as my work brings me in touch with the working folk, I have found that when advocating the eight-hour day, they plead that it was an unreasonable hardship on the workingman; that it was physically injurious; that it interfered with his home duties; that he needs time for recreation and reading and so

forth. But when he secured the eight-hour day, it was immediately used purely as the basis of overtime, and he was perfectly willing to work just as long as possible in order to get the overtime pay."

Wheat Growers Paid 10 Cts. Extra to Market Thru Pool.

Senator Capper's *Daily Capitol* of Topeka has been printing the "wonderful results" of some of the wheat pools, which will strike despair to the growers if they ever learn that they lost over 10 cts. a bushel by selling thru the pool. Read how a regular elevator operator shows up the pool.

To the Editor of the Capital:

I was interested in the article in your Sunday paper, "Final Payment in Pool," and for your information would like to compare this payment with what we paid at Brewster, Kans., where we have an elevator, which point is a higher rate point by 1½ cents a hundred than any station in Sedgwick County.

We figured our total year's business at that point as a comparison, and as most of the wheat was No. 3, which we bought at that station, the No. 3 basis of 86.9 cts. would be the one to compare with. Our price figured 95½ cts. for all the wheat we bought at that station.

Taking into consideration the difference in freight would make our price just about 10 cts. a bushel more than the farmer got in his pool. Aside from paying 10 cts. more than the pool netted the farmer, the farmer, of course, got his money as soon as he delivered the wheat.

We have known for a long time something of the inside of the pool, and how it is managed, and we certainly would have been surprised had it turned out better than this. As it appeared to us, the plan it was working on would turn out in the end with a net price much less than the average price we would pay.—F. A. Derby, The Derby Grain Co., Topeka, Kan.

An Expensive Ass'n Fad.

Most large associations of this sort [the National Hay Ass'n] are run more or less extravagantly. They all indulge in fads. One of these is a needlessly expensive bulletin, to conceal the cost of which the members are asked to contribute advertising in addition to dues. The "subscriptions" are paper, transferred from the dues account.

The Hay Press is simply a monthly newspaper. Its content in the nature of real bulletin matter is nil and legally permissible privileged matter like reports on shady traders cannot be printed therein at all, and the present method of conveying this information in The Hay Press is not, in our opinion, legally permissible, and subjects the association to the possibility of libel suits, and is an abuse of the second class mailing privilege. This information and other necessary bulletin matter could be circulated properly at a small fraction of the expense to the members entailed by The Hay Press, whose news matter has long since been made familiar through the columns of the regular trade papers.

Apparently The Hay Press makes a small profit, but a scientific audit of the cost of production separated from the other overhead of the office, would certainly show a loss. At any rate, the members pay this cost as well as the profit, if any, in addition to their dues and get little of a bulletin character for their money.—Price Current-Grain Reporter.

Fireproof Construction Saved This Elevator.

A concrete engine-room with no inflammable material in it saved the Farmers Co-operative Elevator Co., Edwards, Ill., considerable expense when gasoline in the elevator caught fire recently.

The gasoline engine had been operated from an underground gasoline tank outside of the plant. This became clogged, so a five-gallon emergency tank was used in the engine room to feed the engine. A helper primed the engine and the priming can leaked, some gasoline dripping on the cylinder. The engine did not start, so he took out the spark plug to see if it was in firing order. He laid it on the cylinder while he turned the engine over and the ensuing spark from the plug set fire to the five gallons of gasoline. It burned until most of the gasoline was gone, and then, with the aid of fire extinguishers, the blaze was extinguished.

The elevator is of concrete construction and the engine is in one corner of the concrete en-

gine room. There was nothing in the engine room to burn but the gasoline, so the only damage caused by the fire was to the engine itself.

Insurance Notes.

THE Hartford Fire Insurance Co. has leased the entire eleventh and twelfth floors and storage space in sub-basement of the Wrigley Bldg. addition, now under construction at Chicago, Ill.

A REDUCTION from 20 cents to 10 cents a car on insurance covering fire, lightning, cyclone, tornado, flood, strikes, riots, civil commotion, explosion, navigation and transportation on grain in transit has been announced by local insurance companies at Kansas City. A large Chicago insurance company which dealt largely in this insurance during the shopmen's strike last year reports that it has practically abandoned this form of insurance because demand for it has disappeared since settlement of the strike.

STANDARD fire insurance policies contain a provision that, unless otherwise provided by agreement, the policy is void if additional insurance is taken on the same property. Concurrent insurance is covered by a printed and endorsed form attached to the policy which reads, "Other concurrent insurance permitted," or "\$5,000 total concurrent insurance permitted, including this policy." Policies that cover stocks that fluctuate should not limit the amount permitted, but when additional insurance is asked, the company's agreement, endorsed on the original policy, should be obtained. Where more than one policy is on the same risk, each policy must contain a permit for additional insurance.

A Non-explosive Insecticide.

To obviate the great disadvantage of bisulfid of carbon in being explosive and proscribed by the insurance companies a mixture known as "Boncar" has been prepared by the Henry Heil Chemical Co.

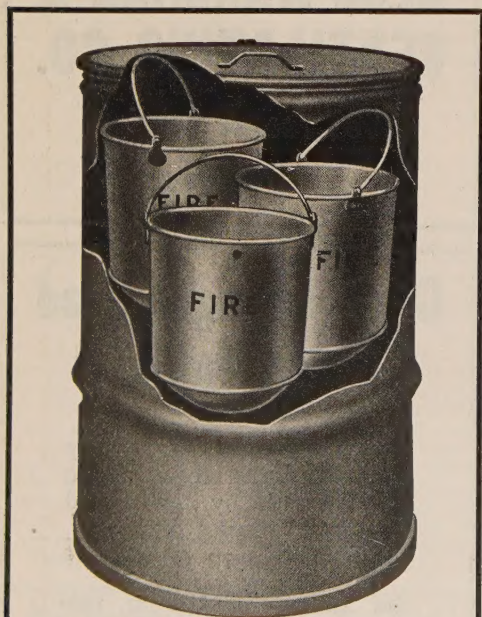
As "Boncar" is not as efficient as bisulfid of carbon more of it has to be used. As being no addition to the fire hazard it has the endorsement of the underwriters.

G. A. Green, of the Henry Heil Chemical Co., states that "Boncar" acts by suffocation only and does not poison. It does not contaminate the grain in any manner. There is absolutely no risk of fire. We have prepared elaborate instructions as to its use, all of which should be carefully followed in order to get the best results.

"Weather conditions affect both the use of bisulfide of carbon and Boncar. When the weather is cold or sultry it does not evaporate nearly as readily and the remedy must therefore remain in contact with the grain a longer period. Furthermore, when applying both of these remedies to grain, it must be borne in mind that the gas, being heavy, has a tendency to remain at the bottom, so that in bins and elevators, some of the material must be placed on top, so that the evaporation of the remedy can take place throughout the entire mass and all parts are in contact with the gas that is formed, both on top as well as below."

Aaron Sapiro Seeking Suckers in Canada.

Mr. Sapiro is not talking as a marketing expert, and he shows no knowledge of the special features of wheat marketing. He is an exhorter, one of the school of old-time revivalists. It is unfortunate that the farmers of Western Canada should be rushed precipitately into a big and difficult business proposition under conditions of emotional excitement and vague generalizations. Whether or not this state of mind will continue when the farmers come to read the terms of the five-year contract being prepared is a question. Time for reflection will come afterward.—*Grain Trade News.*



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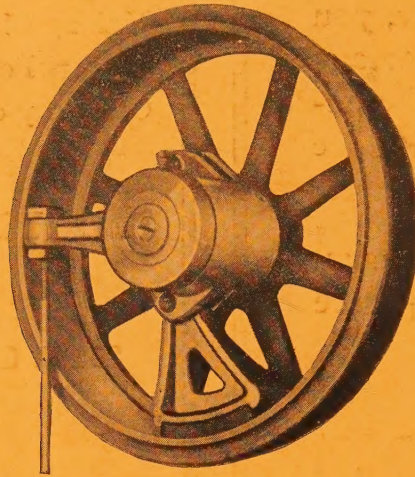
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